



Addendum to the Planning & Economic Development Committee Agenda

Council Chambers
Regional Headquarters Building
605 Rossland Road East, Whitby

Tuesday, December 7, 2021

9:30 AM

Note: Additional agenda items are shown in bold

1. Roll Call
2. Declarations of Interest
3. Adoption of Minutes
 - A) Planning & Economic Development Committee meeting
– November 2, 2021
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
 - 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: 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: Request for Conversion of Employment Lands on Harwood Avenue, Ajax, owned by Tribute Communities (2021-P-25) [Item 7.2 A)]~~
Request Withdrawn
- 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for Conversion of Employment Lands at 1520 and 1580 Reach Street, Port Perry (2021-P-25) [Item 7.2 A)]~~ **Request Withdrawn**
- 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)]
- New** 5.13 Billy Tung, KLM Planning Partners Inc., re: Envision Durham – Recommendations on Employment Area Conversion Requests (2021-P-25) [Item 7.2 A)]
- New** 5.14 Mohad Noor, Lawyer, Mediator and Author, on behalf of Cameron Ross and Elizabeth June Noor, re: Request for Conversion of Employment Lands CNR-43, Brock (2021-P-25) [Item 7.2 A)]
- New** 5.15 Mark Jacobs, Biglieri Group, 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)]

5.16 Richard Domes, Gagnon Walker Domes Ltd, on behalf of Atlas Development Ltd., regarding Request for Conversion of Employment Lands CNR-20, Ajax (2021-P-25) [Item 7.2 A]

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

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)

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)

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)

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

New

- 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)

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)

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)

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)

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)

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)

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)

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)

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)

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)

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)

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)

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)

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)

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)

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)

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)

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)

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)

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

New

- X) **Correspondence from Cheryl Gaw Penner, Whitby resident, regarding Employment Area Conversion Request by Nordeagle, in the Town of Whitby (CNR-06) (2021-P-25)**

10

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

New

- Y) **Correspondence from Andy Doersam. Senior Planner, MSO-Central, Ministry of Municipal Affairs and Housing, 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)**

11-14

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

- New** **Z)** **Correspondence from Wenda Abel, Whitby resident, regarding Employment Area Conversion Request by Nordeagle, in the Town of Whitby (CNR-06) (2021-P-25)** **15-17**
- Recommendation: Refer to consideration of Report #2021-P-25
- New** **AA)** **Correspondence from Diane Viger, Whitby resident, regarding Employment Area Conversion Request by Nordeagle, in the Town of Whitby (CNR-06) (2021-P-25)** **18**
- Recommendation: Refer to consideration of Report #2021-P-25
- New** **BB)** **Correspondence from Anthony Biglieri and Michael Testaguzza, Biglieri Group, on behalf of 2322244 Ontario Inc., regarding Request for Conversion of Employment Lands CNR-07, Ajax (2021-P-25)** **19-33**
- Recommendation: Refer to consideration of Report #2021-P-25
- New** **CC)** **Correspondence from Lucy Pronk and Billy Tung, KLM Planning Partners Inc., on behalf of 1044971 Ontario Limited, regarding Request for Conversion of Employment Lands CNR-38, Clarington (2021-P-25)** **34-37**
- Recommendation: Refer to consideration of Report #2021-P-25
- New** **DD)** **Correspondence from Don Given, Malone Given Parsons, on behalf of Rick Wannop Developments, Wannop Family Farms and Daniel and Robin Luchka, regarding Request for Conversion of Employment Lands CNR-17, Scugog (2021-P-25)** **38-44**
- Recommendation: Refer to consideration of Report #2021-P-25
- New** **EE)** **Correspondence from Mikhail Yurkoski, regarding Envision Durham – Recommendations on Employment Area Conversion Requests (2021-P-25)** **45**
- Recommendation: Refer to consideration of Report #2021-P-25
- New** **FF)** **Correspondence from Massimo Yurkoski, regarding Envision Durham – Recommendations on Employment Area Conversion Requests (2021-P-25)** **46**
- Recommendation: Refer to consideration of Report #2021-P-25

New	GG)	Correspondence from Simon Yee, IBI Group, on behalf of 2610144 Ontario Limited and the Lovisek family, 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)	47-48
		Recommendation: Refer to consideration of Report #2021-P-26	
New	HH)	Correspondence from Michael Bissett, Bousfields Inc., on behalf of Nordeagle Developments Limited, regarding Request for Conversion of Employment Lands CNR-06, Whitby (2021-P-25)	49-69
		Recommendation: Refer to consideration of Report #2021-P-25	
New	II)	Correspondence from Lillian Giordano, Whitby resident, regarding Employment Area Conversion Request by Nordeagle, in the Town of Whitby (CNR-06) (2021-P-25)	70
		Recommendation: Refer to consideration of Report #2021-P-25	
New	JJ)	Correspondence from Richard Domes, Gagnon Walker Domes Ltd, on behalf of Atlas Development Ltd., regarding Request for Conversion of Employment Lands CNR-20, Ajax (2021-P-25)	71-73
		Recommendation: Refer to consideration of Report #2021-P-25	
New	KK)	Correspondence from Laura Williams, Whitby resident, regarding Whitby Staff Report PL 71-21, Envision Durham Land Needs Assessment, South Whitby, Nordeagle (2021-P-25)	74
		Recommendation: Refer to consideration of Report #2021-P-25	
New	LL)	Correspondence from Colleen Wagar, Whitby resident, regarding Envision Durham – Support for Land Conversion Whitby (2021-P-25)	75
		Recommendation: Refer to consideration of Report #2021-P-25	
New	MM)	Correspondence from Michael Domingues, Whitby resident, regarding Town of Whitby Land Conversion Request CNR-06 (2021-P-25)	76
		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)
- 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)

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.

From: Cheryl Penner <cheryl.penner@hotmail.com>
Sent: December 2, 2021 10:35 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).

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,

Cheryl Gaw Penner
416-414-7704

**Ministry of Municipal Affairs
and Housing**

Municipal Services Office
Central Ontario

777 Bay Street, 13th Floor
Toronto ON M7A 2J3
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**Ministère des Affaires municipales
et Logement**

Bureau des services aux municipalités
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December 2, 2021

Colleen Goodchild
Manager, Policy Planning and Special Studies
Planning and Economic Development Department
Regional Municipality of Durham
605 Rossland Road East, Level 4
Whitby, ON L1N 6A3

**RE: Proposed Regional Official Plan Amendment Protected Major Transit Station Areas
ROPA 186 (OPA 2021-003)**

Dear Colleen Goodchild:

Thank you for circulating the Region's Proposed Official Plan Amendment 186 (ROPA 186) to delineate and plan for protected major transit station areas in Durham for our review and comment. It's our understanding the proposed draft ROPA is being advanced as an early phase of the Region's municipal comprehensive review and will be adopted in accordance with Sections 17 and 26 of the *Planning Act*. As such, ROPA 186 is subject to a final decision by the Minister of Municipal Affairs and Housing and in accordance with subsection 17(36.5) of the *Planning Act*, this decision would not be subject to appeal.

MINISTRY REVIEW

We have reviewed the proposed ROPA and compiled the following comments for your consideration prior to moving forward with a recommendation to Regional Council. Additional comments are attached to this letter as Attachment 1.

The draft ROPA was shared with the Ministry of Transportation (MTO), Ministry of Environment, Conservation and Parks (MECP), Ministry of Economic Development, Job Creation and Trade (MEDJCT), for their consideration and information.

Provincial Context

Policy 2.2.4 of APTG provides that upper tier municipalities shall delineate and plan for major transit station areas on priority transit corridors. In Durham's case, the only priority transit corridor that has been identified on Schedule 5 of APTG is the existing Lakeshore East GO rail line which includes the following GO transit stations: Pickering, Ajax, Whitby, and Oshawa. Policy 2.2.4.3 specifically sets out that these station areas are to be planned for a minimum density target of 150 residents and jobs combined per hectare.

The Region has also identified four future GO Stations (Thornton's Corners, Central Oshawa, Courtice, and Bowmanville) along the proposed extension of the Lakeshore East line. As these future stations are not associated with a priority transit corridor, they are not required to satisfy the criteria set out in policies 2.2.4.2 and 2.2.4.3 of APTG.

Delineation of Station Areas

Policy 2.2.4.2 of APTG provides that boundaries of major transit station areas on priority transit corridors are to be delineated in a transit supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station. The Region is encouraged to explore further opportunities to expand the proposed delineations to ensure each station area is maximized. Maximizing the boundaries of proposed station areas has the added benefit of increasing the potential application of inclusionary zoning by lower tier municipalities.

The Region could also consider identifying additional MTSAs along planned higher order transit routes identified on Schedule C3 of the Official Plan. These transit corridors also provide opportunities to further direct growth in a way that is transit supportive. As noted above, these station areas would not be subject to the minimum density targets set out in policy 2.2.4.3 of APTG.

Existing Oshawa GO Station

Policy 2.2.4.2 of APTG requires that the Region, in consultation with its lower tiers, delineate the boundaries of major transit station areas that are located on priority transit corridors – which includes the existing Oshawa GO Station. Based on our review, we have noted the Region does not intend to identify the existing Oshawa GO Station as part of the proposed draft amendment - citing the industrial nature of the area and potential challenges to redevelopment.

Moving forward, it is recommended that further discussion with provincial staff be undertaken about how to best address the Oshawa GO station in the Region's Official Plan.

Thornton's Corners Future GO Station in Oshawa

We recognize the current uncertainty with respect to the location of the future Thornton's Corners transit station and the ongoing status of project work by Metrolinx. Given these challenges, it may be premature to delineate a proposed station area for Thornton's Corners. It is recommended that the Region identify the Thornton's Corner's station in a conceptual manner at this time and include an interim policy and map notation which articulates that delineation of the station area will be addressed in the future, once the location has been finalized. Should the station location be confirmed by Metrolinx in the short term, the Region can include it as part of the next phase of its MCR.

Employment Areas

In policy 8A.2.10 of the draft ROPA, the Region is proposing to permit a number of new land uses (including residential and other sensitive land uses) within protected major transit station areas, notwithstanding the current land use designations in the Regional Official Plan. This is problematic as a number of proposed station areas include land that is currently designated in the Regional Official Plan as Employment Areas (e.g. Ajax, Whitby, and notably Courtice). Residential uses are prohibited in Employment Areas and other land uses are to be limited in accordance with 2.2.5.7 of APTG. The Region should clarify proposed policy 8A.2.10 to ensure it does not direct inappropriate land uses to existing Employment Areas within PMTSAs.

CONCLUSION

Once again, thank you for providing the Region's Proposed Official Plan Amendment to delineate and plan for protected major transit station areas for our review. We would welcome an opportunity to meet with Regional staff to discuss these matters further.

Regards,

Original signed by

Andy Doersam
Senior Planner, MSO-Central

c. Jonah Kelly, Durham Region

Attachment 1: MMAH Comments - Proposed Official Plan Amendment – Protected Major Transit Station Areas

Policy	Source	Comment	Reference
N/A	MTO	<p>MTO recently released the “Discussion Paper – Towards a Greater Golden Horseshoe Transportation Plan”. It is recommended the Region consider the proposed transportation vision and actions outlined in the Discussion Paper.</p> <p>As part of the 2051 vision for transit in the GGH, the Discussion Paper introduces a conceptual, new east-west cross-regional transit connection between Burlington and Oshawa that connects existing GO Rail lines bypassing Downtown Toronto and Union Station.</p> <p>Durham Region should consider and reflect this potential new transit connection when developing its land use policies (such as PMTSAs) and identifying and planning connections to regional/local transit services.</p>	General
	MTO	<p>The Region should be mindful of the capacity and functionality of MTO’s highway interchanges (i.e. direct access from ramp terminal, normalizing a free flow, lane reductions in receiving lanes, etc.) when planning and implementing its active transportation policies and network.</p>	
8.3.10	MMAH	The Region should consider adding ‘policies to support active transportation’ to the list of items to include in area municipal OPs.	General
Terminology	MMAH	The Region should align the language used in the ROPA with A Place to Grow and Ontario’s Transit Supportive Guidelines. It is recommended, “transit-oriented” be replaced with “transit-supportive”.	General
8A.2.15	MMAH	The ‘Province’ should also be referenced in this policy given the role of the Minister of Municipal Affairs and Housing as the approval authority for PMTSA ROPAs.	Planning Act Subsection 16(18)

From: WENDA ABEL <wabel@rogers.com>
Sent: December 2, 2021 1:31 PM
To: Clerks <Clerks@durham.ca>
Subject: Re: Envision Durham Report #2021 - P-** and Recommendation Report proceedings - December 7, 2021

Please ensure that my comments are entered into the public record - specifically with respect to the proceedings on December 7, 2021 - Envision Durham Recommendation Report. **Thank you.**

Re: Report #2021 - P- and Town of Whitby file PL 71-21- Nordeagle Developments – Request for Conversion of Employment Lands to Mixed Use/Commercial**

Here is the delegation I had intended to present at the November 29, 2021 Regular Council meeting in which Whitby Town Council voted 5-4 to convert Employment Lands in question to Mixed Use/Commercial at the request of the developer, Nordeagle Developments. I prepared this presentation on the basis of my review public documents, previous submissions of the developer and of the website <https://bousfields.ca/projects/ecoplace-community-by-the-lake> which appears to have been significantly modified since my visit. This presentation became redundant at the time of the Council meeting when Mr. Bissett, the developers' representative significantly changed the previous narrative on the project (November 22, 2021- Committee of the Whole) citing previously undisclosed 'high level' concepts and ideas he indicated were now being 'considered' for the project. These concepts, focused on allusions to reduced density, reduced building heights, 'premier' community services and 'affordability,' appeared to be hastily developed in response to comments from the community on social media on the project as previously presented.

Good evening, Mister Mayor, Councillors & Nordeagle Developments representatives. Thank you for the courtesy of the opportunity to speak.

I have thought a lot about this proposed project and the request for conversion of land use, did my research and wrote down and edited what I wanted to convey several times to be concise but make my points convincingly in my delegation.

I am pleased, even relieved that Town/Region professional planning staff have unequivocally rejected the conversion of the lands in question from Employment to Mixed Use/Commercial. This rejection is based largely on what are termed 'technical' reasons and comes on failed approval for a similar if less expansive project in 2007-2008.

I have studied the proposal documents and visited the developers project website and drawn the following conclusions.

I don't think you need to be a planning or economic development professional to understand that the proposed development upon which this request is based is neither economically viable nor socially or environmentally sustainable.

I have been retired for a few years but as a former business consultant and employment development specialist I read and listen and keep in touch with what's happening in business and the world of work and people who are still in it .

There is a new paradigm that is driving employees and their employers to reimagine and reconfigure not only how but where they want to work.

Riding a crowded elevator to your cubicle on the 20th floor of a concrete and glass tower is not it.

You'll know there is a surfeit of office space as a result of pandemic protocols. The expert consensus is that this trend will continue beyond the pandemic as the nature and practice of work evolves with advances in technology and changing social attitudes and norms. The market is headed in another direction. 1 million square ft. of mostly empty offices will not add to the economic and employment growth of Whitby.

You also don't need to be a planning professional or environmental scientist to know that 7-8 thousand residential units MOSTLY CONDOS is not socially or environmentally sustainable either... in spite of the project's name.

I am a nature lover, bird photographer and committed climate activist. I walk and explore our south Whitby conservation area and waterfront parks and green spaces daily. I see the effects of climate change and development are having on the ecosystem. I can well calculate the environmental degradation that will come from the imposition of such high- density residential development bringing huge increase in vehicular traffic and carbon emissions, increased run-off from salt, lawn fertilizers etc. on the water, soil, trees and native vegetation on these lands in close proximity to Lynde Shores Conservation Area and the Whitby waterfront.

Common sense and research tell us the natural environment is the source of human health and well-being. It is also our natural barrier to floods and storms, mitigation against extreme heat i.e., our bulwark against the predicted impacts of climate change. We need to take the pressure off it, not put more on it.

I've lived here since 2008. In this area, vehicular traffic has quadrupled in the last several years. I don't need to detail the chaos of 7-8 thousand and more cars, navigating only 2 ingress and egress roads to a major east/west thoroughfare. The infrastructure is not designed to accommodate such traffic increases and the landlocked nature of the lands preclude modifying it. Both residents of the proposed development and residents in Whitby Shores and Port Whitby will face untenable congestion and health hazards from vehicle emissions.

And, there will be no need of a school in this so-called 'planned community' of mostly 20 storey condo towers. Families can't live in million + dollar, 750 sq. ft. boxes and young buyers can't afford them. This proposed 'community' is ripe for investors and speculators. It probably will be a very big profit generator, but it will not be 'affordable'.

The proposed design and use of this project present a 1990's concept and plan that has no relevance or positive function in an evolving social, economic and environmental paradigm. In the long run, the developer will take their profit and leave. The detrimental social, economic and environmental impacts of the development will fall to the residents of the project, the citizens of South Whitby and the Town of Whitby to deal with.

Rather than approve the conversion, Council would be wise to take a decision beyond the consideration of 'density targets', uphold the letter and spirit of the Envision Durham and the Town Official Plan, listen to the advisement of their planning and economic development professionals and ... take leadership in the development of the physical, social and economic health, well-being, cohesion and growth of Whitby and the South Whitby community... and vote to maintain these lands as Employment Lands.

It is time to think big and bold. I challenge this Council and Nordeagle developments to do something daring, but not unprecedented in the real estate development world.

How about we partner with Town and Regional Economic Development Staff and employment and economic development organizations, educational institutions here in Durham and with sectoral industry and business organizations in the GTA/Golden Horseshoe, even the province and Canada-wide.

How about we design a contemporary, environmentally sustainable employment campus that will attract and accommodate the growth industries and businesses that are here today and coming tomorrow; that will attract employers that will bring high quality and well-paying jobs – communications, biotech, medical tech, green tech, clean tech, environmental engineering and precision manufacturing etc. ; that will, in turn, attract retail and services that focus on serving local needs, the local community and waterfront recreational tourism. Not a business park, but a business community that includes plenty of space for local entrepreneurs.

Then we can say the future confronted us and we did the smart thing. Then Whitby and our waterfront community will have sustainable growth, sustainable economic development and a sustainable future.

Mister Mayor Councillors and proponents, I hope you will rise to the challenge

Thank you.

Notwithstanding Whitby Town Council's decision to endorse the developer's request for conversion of the lands in question, I submit this document as my comments on the matter. I continue to support and call on Durham Region to adhere to the principles and guidelines of Envision Durham and maintain these lands as Employment Lands.

Wenda Abel
#105-360 Watson St. W.
Whitby, ON L1N 9G2
289-685-0128
wabel@rogers.com

From: Diane Viger <dviger21@gmail.com>
Sent: December 3, 2021 11:28 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,

Diane Viger

A very concerned citizen

December 3rd, 2021

Envision Durham

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

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

Dear Mr. Bridgeman

RE: Envision Durham – Recommendations on Employment Area Conversion Requests
Regional File: D12-01, OPA-2021-003
Employment Area Conversion Request CNR-07
S.E. Corner of Salem Road & Kerrison Drive East
TBG Project No. 19601

INTRODUCTION

The Biglieri Group Ltd. ("TBG") represents 2322244 Ontario Inc., the owners of 18.19 hectares of land located at both the north-east and south-east corners of Salem Road & Kerrison Drive East in the Town of Ajax (the "Subject Lands"). On behalf of our client TBG has made a formal Employment Area Conversion Request (file No. CNR-07) which is under consideration at the December 7th 2021 Planning and Economic Development Committee.

PROPOSAL

At this time the proposed conversion is limited to ~8.7ha of the Subject Lands located at the south-east corner of Kerrison and Salem, which TBG is requesting be placed within the "Regional Centre" designation and eventually form part of the Ajax "Uptown Regional Centre" (here-after referred to as the "Subject Site"). TBG has prepared a concept plan for the entirety of the Subject Lands which is included as Appendix 1 to this letter. As expressed previously the proposal will provide a number of benefits, most importantly:

- The potential for significant employment intensification on site. The proposal would create ~1,470 jobs; which approximately triples the expected job yield based on existing use permissions (495 jobs);
- Provision of a 1ha public park (~11% of the land to be converted);
- Provision of retirement and assisted living uses;
- Provision of up to ~2,340 additional residential units which will support existing commercial and employment uses in the neighbourhood and will support the Region's investment in the Kingston BRT;
- Allocation of ~40% of GFA to non-residential uses; and,
- Provision of appropriate separation distances to ensure that the proposal does not impact the viability of the surrounding employment uses.

PLANNING | DEVELOPMENT | PROJECT MANAGEMENT | URBAN DESIGN

2472 Kingston Road, Scarborough, Ontario M1N 1V3
126 Catharine Street North, Hamilton, Ontario L8R 1J4
Office: (416) 693-9155 Fax: (416) 693-9133
tbg@thebiglierigroup.com

REGIONAL STAFF REPORT

Durham Staff have prepared a staff report providing recommendations on Employment Area Conversion Requests to the Planning and Economic Development Committee. The staff report does not recommend conversion of the Subject Site. Attachment 1 to the report provides a summary of Regional Planning Staff's recommendations on Employment Area Conversions including a summary of CNR-07 on pages 9-16. Regional Staff analysis is provided below in *italics*, with further commentary from TBG provided there-after.

- *The Draft Land Needs Assessment has demonstrated a need for both additional Employment Areas and Community Areas.*
- *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.*
- *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.*

Acknowledged. Regional Staff are recommending some employment conversions in Ajax. As such this should not be considered determinative. Additionally, per the Ajax Commercial and Employment Review, Ajax anticipates that there will be a 29ha surplus of vacant employment lands in 2041. Lastly, although this application is formally an Employment Area Conversion the proposed development concept for the Subject Lands would provide for triple the expected job yield in comparison to as-of-right permissions. Our client has formally committed to enter into agreements necessary to ensure that the Subject Site is developed per the proposed concept plan. As such Ajax would not be decreasing, but gaining employment opportunities if the Concept Plan was realized.

- *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.*
- *Staff view this site as large, vacant, and regularly shaped and considered suitable for employment uses.*

Acknowledged. The Subject Site is large, vacant and regularly shaped. This does not make it unique. The Ajax Commercial and Employment Review confirmed that vacant sites 2-5ha in size represent 26% of total vacant employment land in Ajax; and sites 5ha or greater represent 55% of total vacant employment land in Ajax. In terms of its suitability for employment uses, the Subject Site is somewhat constrained as it is immediately adjacent to the mixed-use, high density "Uptown Regional Centre"; and is only separated from the same by Ringer Road – which is a "Collector Road". This land use configuration to a degree constrains the viability of both employment uses on the Subject Site as well as future mixed-use development within the "Uptown Regional Centre" – which both will be required to make allowances for the other.

- *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.*

Acknowledged. Ringer Road is a Collector Road. Kerrison Road is a Type C Arterial Road and Salem Road is a Type B Arterial Road. Employment Areas are typically separated from residential and mixed-use areas by natural heritage features and higher-order right of ways. As such inclusion of the Subject Site would create a more typical boundary. Further, the eastern portion of the Subject Site is designated "General Employment" and is located immediately adjacent to the "Uptown Regional Centre". These land uses are only separated by Ringer Road. The proposal would provide for a more gradual transition, providing for mixed use development adjacent to Salem and Kerrison, across from Prestige Employment Land Uses to the north and west. It also provides for a transitional Prestige Employment Block on the eastern side of the southern site.

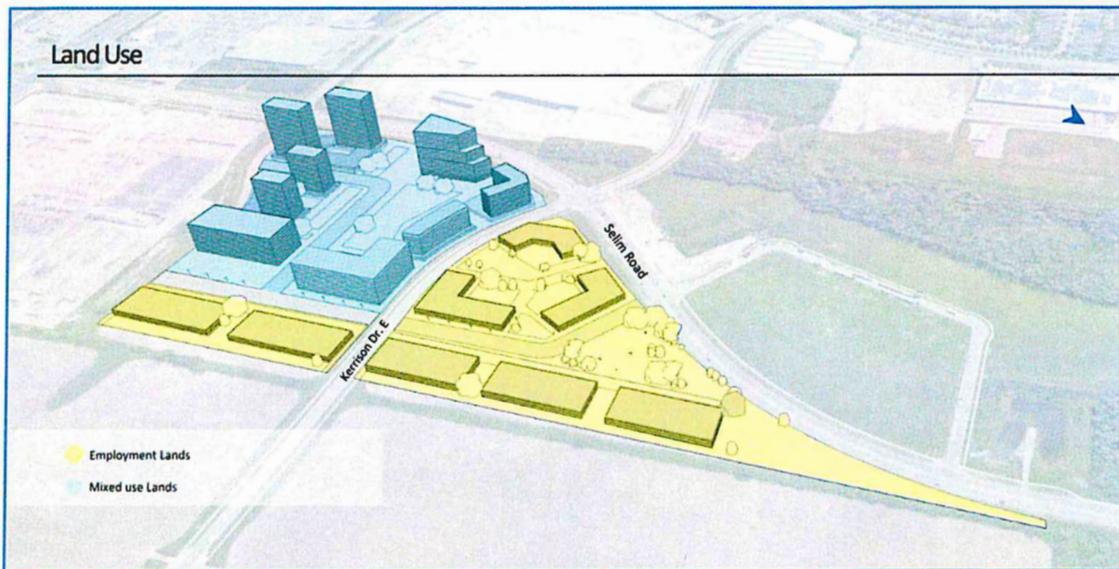


Figure 1 – proposed land use

- *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.*

The Concept Plan has been prepared to address and improve land use compatibility by providing for appropriate transitions. The mixed-use portions of the Subject Site are located adjacent to Salem and Kerrison Road, being Type B and C Arterial Roads. Internal to the Subject Site, a municipal road is proposed separating the Subject Site from a proposed 70m deep "Prestige Employment" block. This land use configuration places "Prestige Employment" uses between the proposed mixed-use area and the existing "General Employment" designation to the east (where-as these two land use designations are currently only separated by Ringer Road).

- *Staff believe that both the subject site and the adjacent lands in the Uptown Regional Centre are of sufficient size and depths to accommodate onsite 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 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.*

This comment demonstrates that the existing land use configuration places constraints on both the Subject Site as well as the "Uptown Regional Centre". The proposal seeks to internalize these constraints; unlocking additional development potential within the "Uptown Regional Centre".

- *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).*

Additional Area 2 – North Harwood Avenue Cluster was referenced by TBG in a previous letter for comparative purposes with regards to certain criteria – such as its proximity to planned infrastructure & public transit (worse location than the Subject Site); as well as proximity/access to major transportation corridors and location on the periphery of an Employment Area (similar to Subject Site).

CLOSING

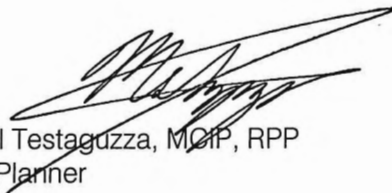
TBG is of the opinion that the development concept and the proposed conversion of ~8.7ha of the Subject Lands both represent good planning and consequently that Employment Area Conversion CNR-07 is appropriate for approval through the Regional MCR process. It is TBG's opinion that the proposal will generate more jobs than 'as of right' development, will support existing commercial and employment uses in the neighbourhood, will support the Region's investment in the Kingston BRT and will help to catalyze mixed-use redevelopment in the Ajax Uptown Regional Centre. Further it is our opinion that the development will create a more appropriate and beneficial transition between the Uptown Regional Centre and the Carruthers Creek Employment Area.

We trust you will find all in order, however should you have any questions or require additional information, please do not hesitate to contact the undersigned.

Respectfully,
THE BIGLIERI GROUP LTD.



Anthony Biglieri, MCIP, RPP
Principal

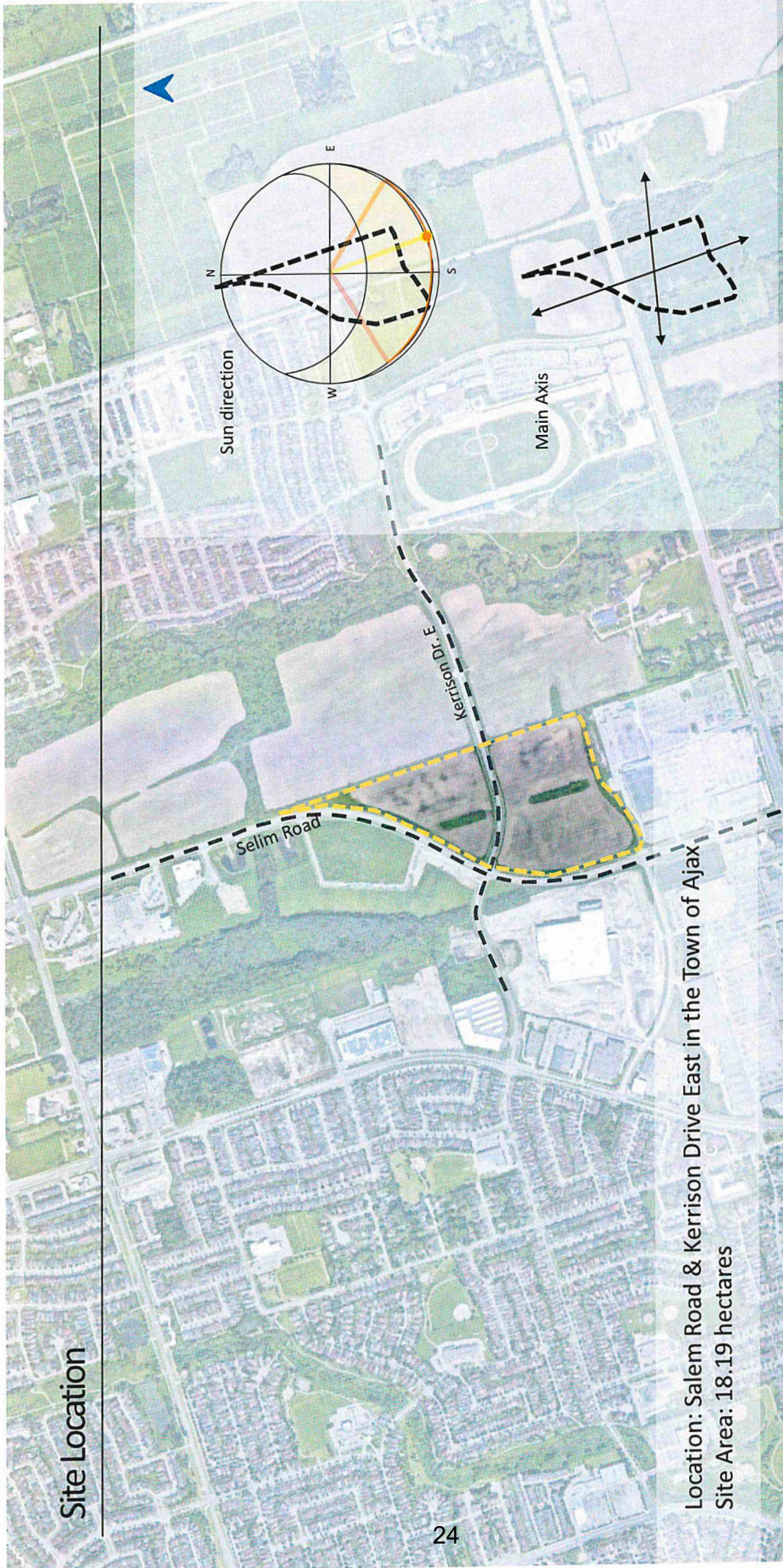


Michael Testaguzza, MCIP, RPP
Senior Planner

Cc: Arif Ismail, 2322244 Ontario Inc.
Geoff Romanowski, Director, Planning & Development Services Town of Ajax
Sean McCullough, Senior Planner, Town of Ajax

APPENDIX 1 – DEVELOPMENT CONCEPT

Site Location



Location: Salem Road & Kerrison Drive East in the Town of Ajax
Site Area: 18.19 hectares

The Proposed Design



The Proposed concept plan

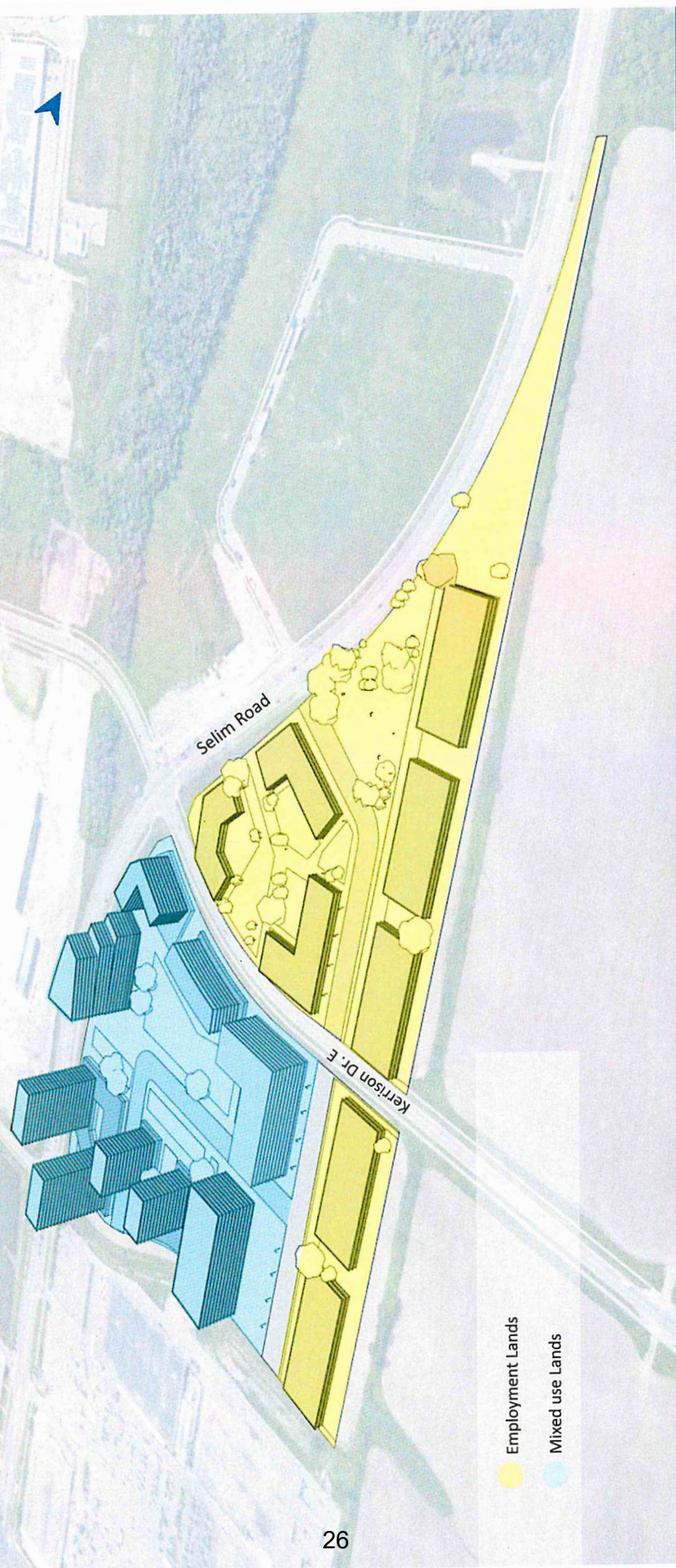


Varying Heights



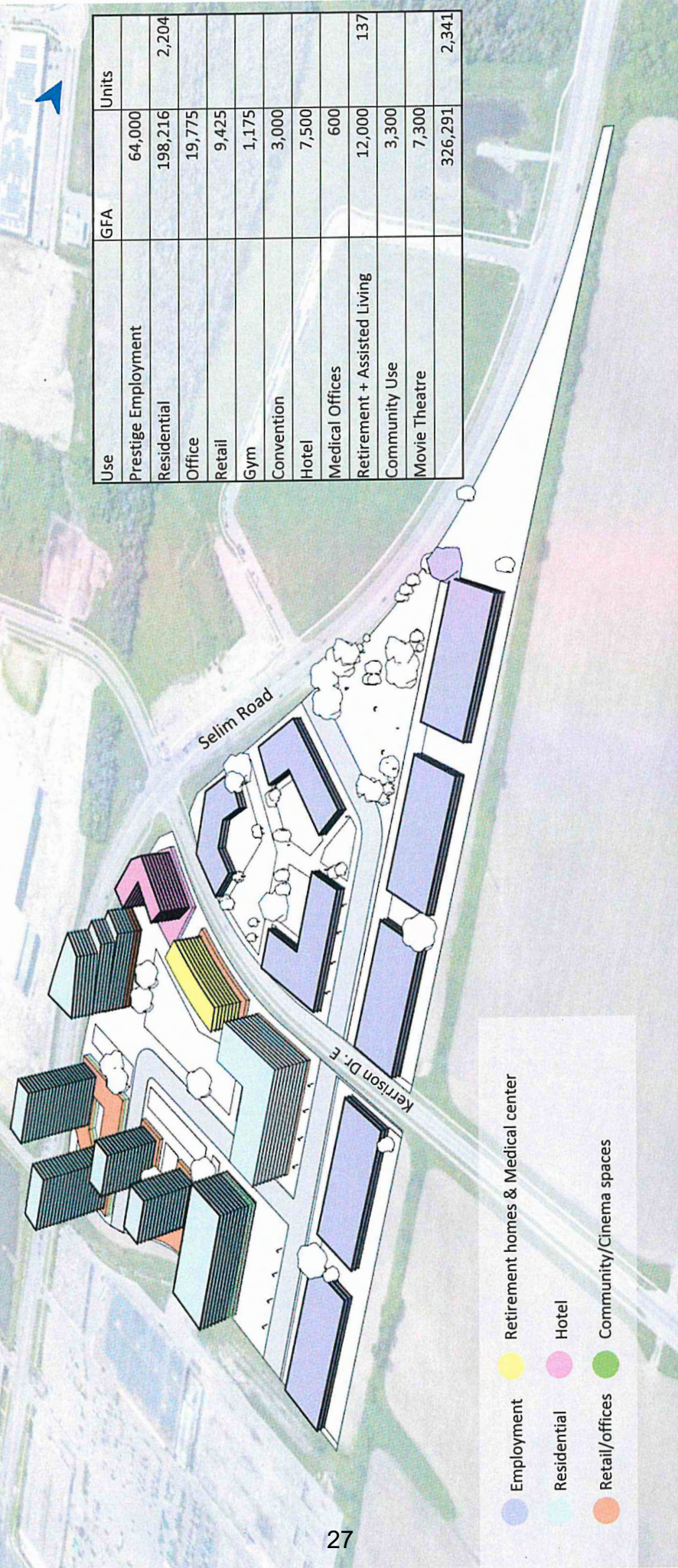
The concept plan in context

Land Use

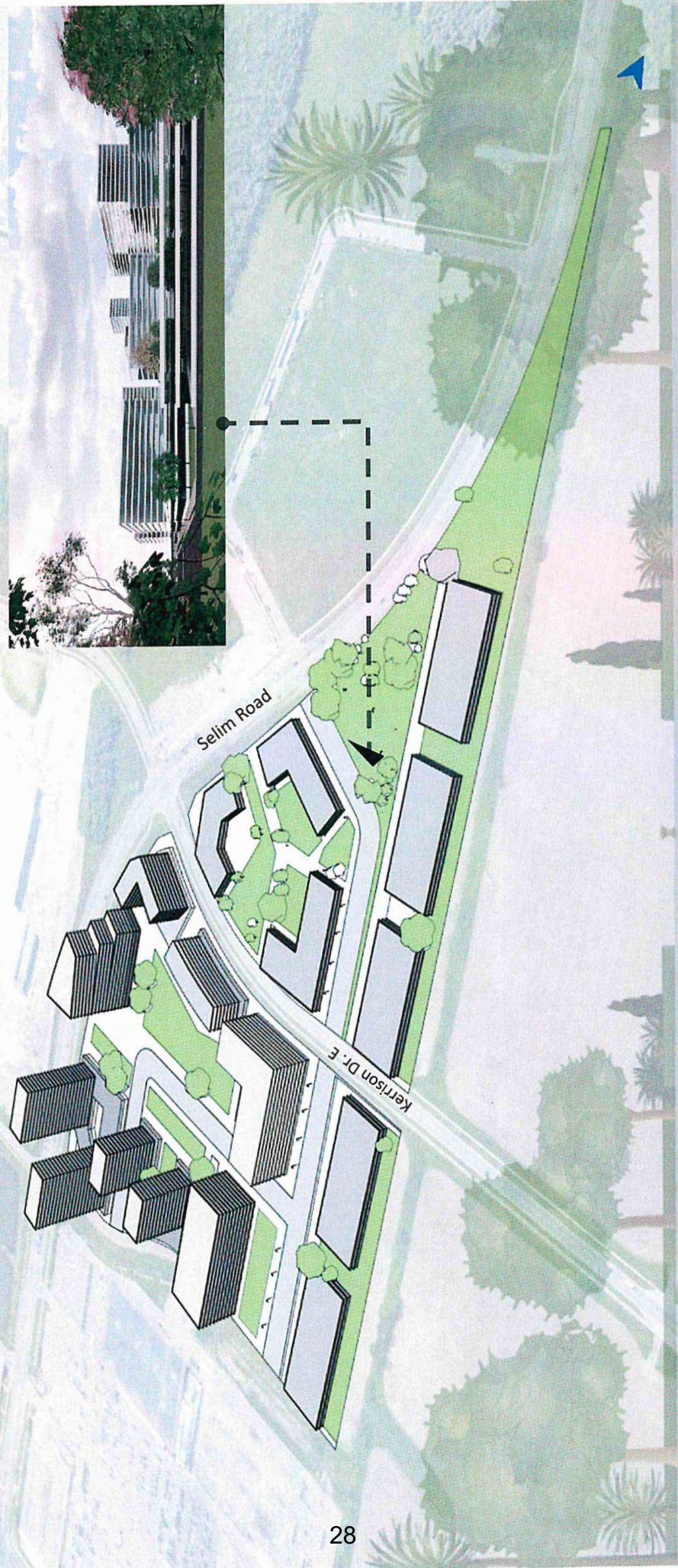


- Employment Lands
- Mixed use Lands

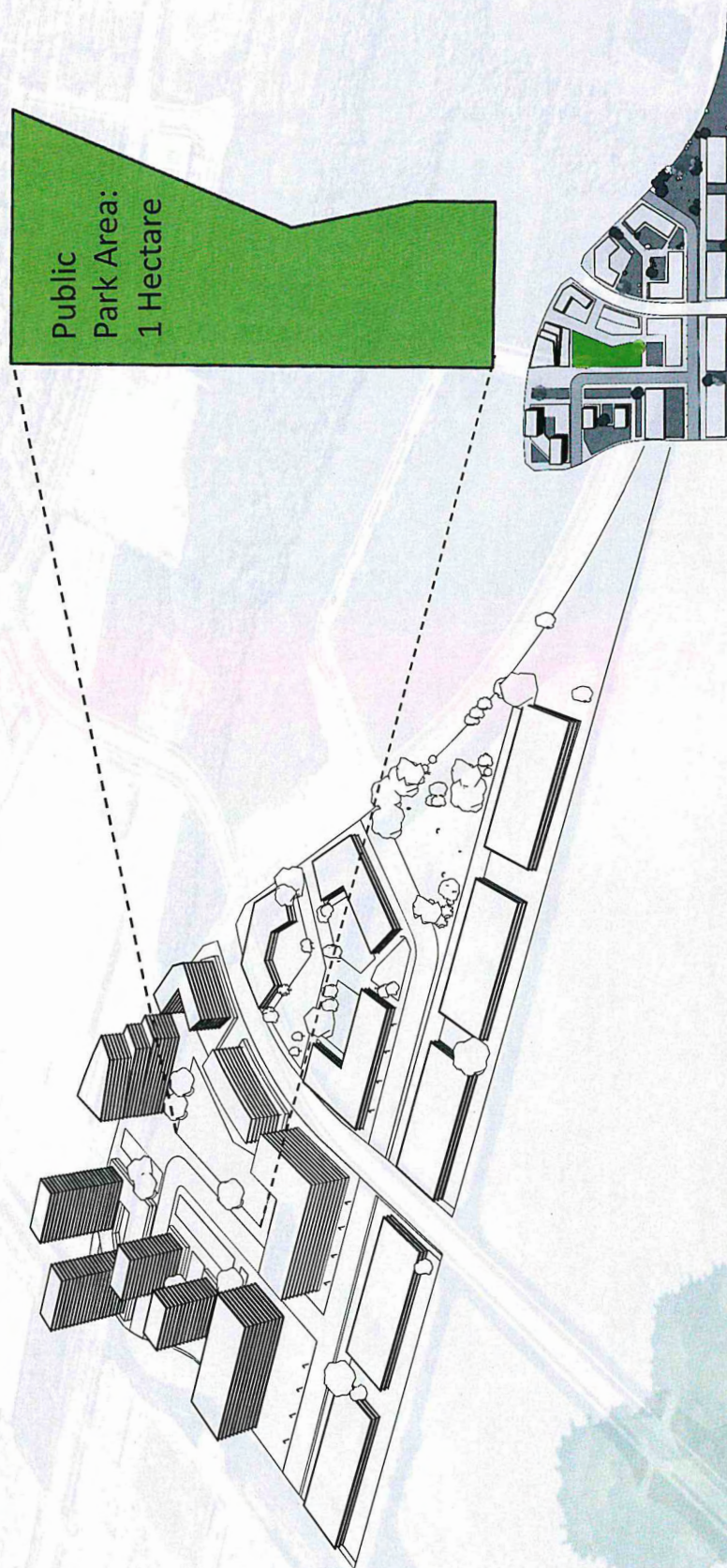
Functional Diagram



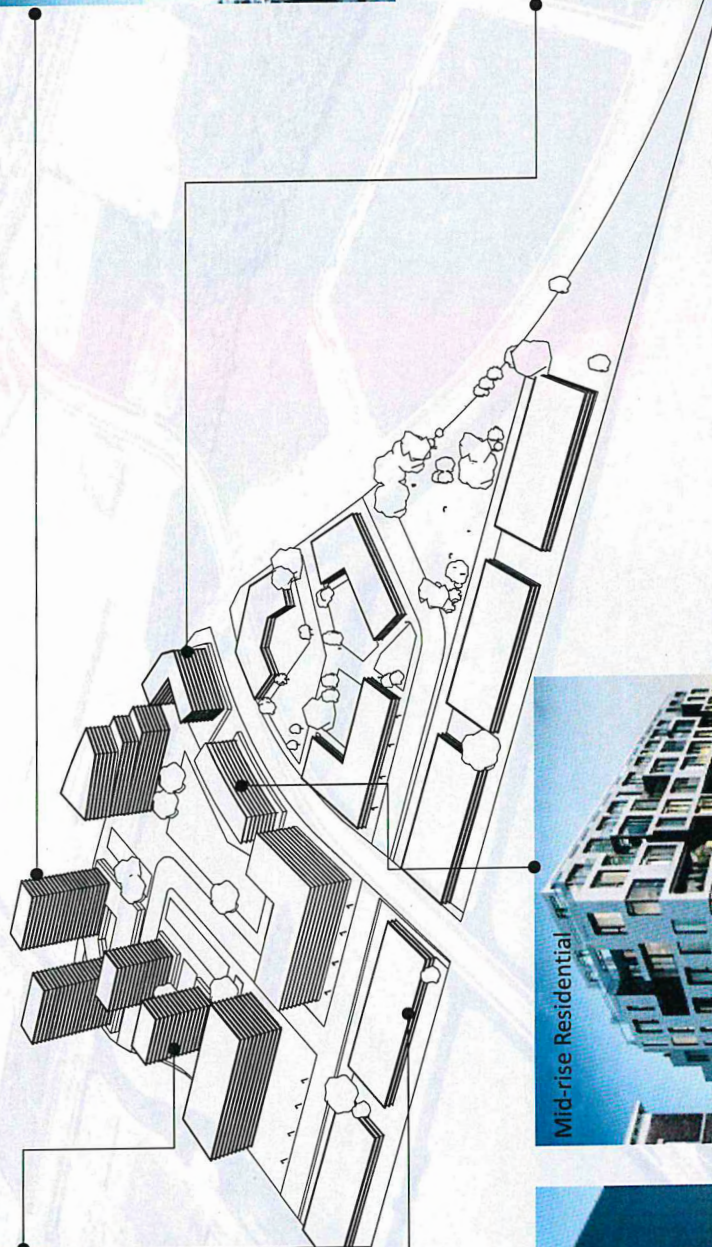
Parks and Landscape areas



The Public Park



Mood Board



Preliminary Conceptual proposal



Preliminary Conceptual proposal



Preliminary Conceptual proposal



P-3272

December 3rd, 2021

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

ATTENTION: Councillor Ryan, Chair, Planning and Economic Development Committee, Durham Region

RE: Comment Letter
Envision Durham – Recommendations on Employment Area Conversion Requests
File D12-01, OPA-2021-003
Worden Development Lands (CNR-38)

Councillor Ryan,

KLM Planning Partners Inc. (“**KLM**”) are the Land Use Planning Consultants on behalf of ‘1044971 Ontario Limited’, owner of the lands known municipally as 1218 Trulls Road of the Municipality of Clarington (“**Clarington**” or “**Municipality**”) in the Region of Durham (“**Durham**” or “**Region**”) and commonly referred to as the ‘Worden Development Lands’ (“**Worden**”). Worden’s interest is primarily linked to the Employment Lands Conversion request having Conversion Request ID CNR-38. KLM has previously submitted a Letter of Support dated May 31st, 2021 for the Clarington Urban Boundary Expansion, a Comment Letter dated June 28th, 2021 in response to the Envision Durham Proposed Policy Direction and a Comment Letter dated October 26th, 2021 in response to the Envision Durham Employment Strategy Technical Report.

The purpose of this letter is to express our disappointment in Regional Staff’s recommendation to not support Conversion Request CNR-38 and the accompanying conversion requests for the lands west of Trulls Road and to request that these items be referred back to Staff for further review and discussion.

On February 1st, 2021 Clarington Municipal Planning Staff presented Clarington Council Report PDS-009-21 which gave an overview of the employment lands conversion requests for the Municipality that included the conversion requests for the lands west of Trulls Road. In that report, Staff provided a detailed analysis of the Worden Lands and recommended that Council support the conversion of CNR-38. Clarington Council passed Resolution PD-038-21 to support the conversion. Report PDS-009-21 noted that the employment land conversion and urban boundary expansion should be looked at together. The recommendation to deny Conversion Request CNR-38 is in opposition of the resolution of Clarington Council and will inhibit the strategic growth of the Municipality.

Given the recent introduction of the MTSA in this area, the Region and Municipality have a unique opportunity to comprehensively plan the surrounding area. This is a holistic planning exercise that should consider the highest and best use of the MTSA and surrounding lands. 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 in planning a transit supportive community. The following list summarizes our justification for the conversion of the Subject Lands:

1. The Subject Lands are no longer viable as employment lands.

The Subject Lands are directly adjacent to the western boundary of the approved Courtice MTSA. As mentioned in Report PDS-009-21, the influx of population and non-employment uses in the MTSA will impact the developability of the Subject Lands. The proximity and density of the residential uses within the MTSA will hinder the remaining employment lands from accommodating large-scale employment uses such as manufacturing, assembly and processing. This inherent land use conflict will deter employment investment on the Subject Lands and further hinder the residential development potential within the MTSA boundary.

2. The remaining employment lands west of Trulls Road are fragmented.

The remaining employment lands west of Trulls Road are bound by the Southeast Courtice Secondary Plan to the north, the MTSA to the east, Robinson Creek and associated natural features to the west (Southwest Courtice Secondary Plan beyond) and existing industrial lands to the south. The Subject Lands formed part of an extensive employment area that has since been fragmented by the approval of the MTSA and the Southeast Courtice Secondary Plan. The approval of the MTSA and Southeast Courtice Secondary Plan have resulted in two (2) new residential areas that enclose the remaining employment lands on the west side of Trulls Road. The planned extension of Townline Road (refer to **Attachment 1**) 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 a large-scale employment use. It is important to note that the Subject Lands will also be fragmented from the existing employment lands that are east of the MTSA and adjacent to Highway 401 (refer to **Attachment 1**).

3. Truck traffic will have to go through the proposed MTSA.

Through the recommendation by Regional Staff to leave the lands west of Trulls Road as Employment, the Subject Lands will be sharing a transportation network with the MTSA lands. Employment land uses have drastically different transportation needs than high-density residential land uses. Staff Report PDS-009-21 elaborates that the Subject Lands currently have limited road access, are more than 1 kilometre from the Highway 401 interchange at Courtice Road, lack visibility from the highway and are adjacent to a level rail crossing. As proposed, employment traffic would have to pass over the railway and through the MTSA, travelling a total of + / - 2.6 kilometres, in order to access Highway 401 at the Courtice Road interchange (refer to **Attachment 1**). The mixed traffic on Trulls Road may contribute to local traffic and pedestrian hazards along with resulting in certain inconvenience. The MTSA is intended to serve as the center of a new transit-oriented community which truck traffic is not compatible with. In addition, residents from the new residential lands within Southeast Courtice Secondary Plan will need to travel through an employment area to get to the new GO Train Station within the MTSA.

4. An Urban Boundary Expansion will facilitate the relocation of the employment lands.

The Subject Lands are bound by existing and sensitive land uses, 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 and Clarington Council's Resolution, the employment land conversion and urban boundary expansion should be looked at together. We note that Clarington Council's requested expansion of the Courtice Urban Boundary and relocation of the 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 the existing employment lands along Highway 401. To effectively evaluate and ensure Clarington's growth management with relation to employment the reallocation of the employment lands being converted is appropriate and necessary.

Through the Envision Durham process the Region has a responsibility to ensure that the strategic goals of the lower-tier municipalities are achievable. We would like to take this opportunity to reiterate that conversion of the Subject Lands, expansion of the Courtice Urban Boundary and introduction of new employment lands are required as per Clarington Council's Resolution for the broader Courtice area to achieve a transit-supportive complete community that is consistent with the Provincial, Regional and local policy direction. As such, we request that the Planning and Development Committee defer the Conversion Requests for the lands west of Trulls Road until such time that the conversion requests can be looked at in tandem with the urban boundary expansions. For ease of reference, we have included a draft resolution for the Committees review:

"That we recommend to Council:

That the employment land conversion requests for the lands west of Trulls (having conversion request numbers CNR 30, CNR 38, CNR-42 and CNR-44) are referred back to Staff for further review and discussion with stakeholders and the Municipality of Clarington, until such time that they can be assessed in tandem with the Urban Boundary Expansion requests."

We trust that this letter reiterates our support for Clarington Council's position that the Conversion Requests and the Urban Boundary Expansions for the community of Courtice need to be looked at together. We have also requested to make a delegation on this matter at the December 7th, 2021 Planning and Development Committee Meeting to speak to this matter.

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

Yours truly,

KLM PLANNING PARTNERS INC.



Lucy Pronk, M.Sc.

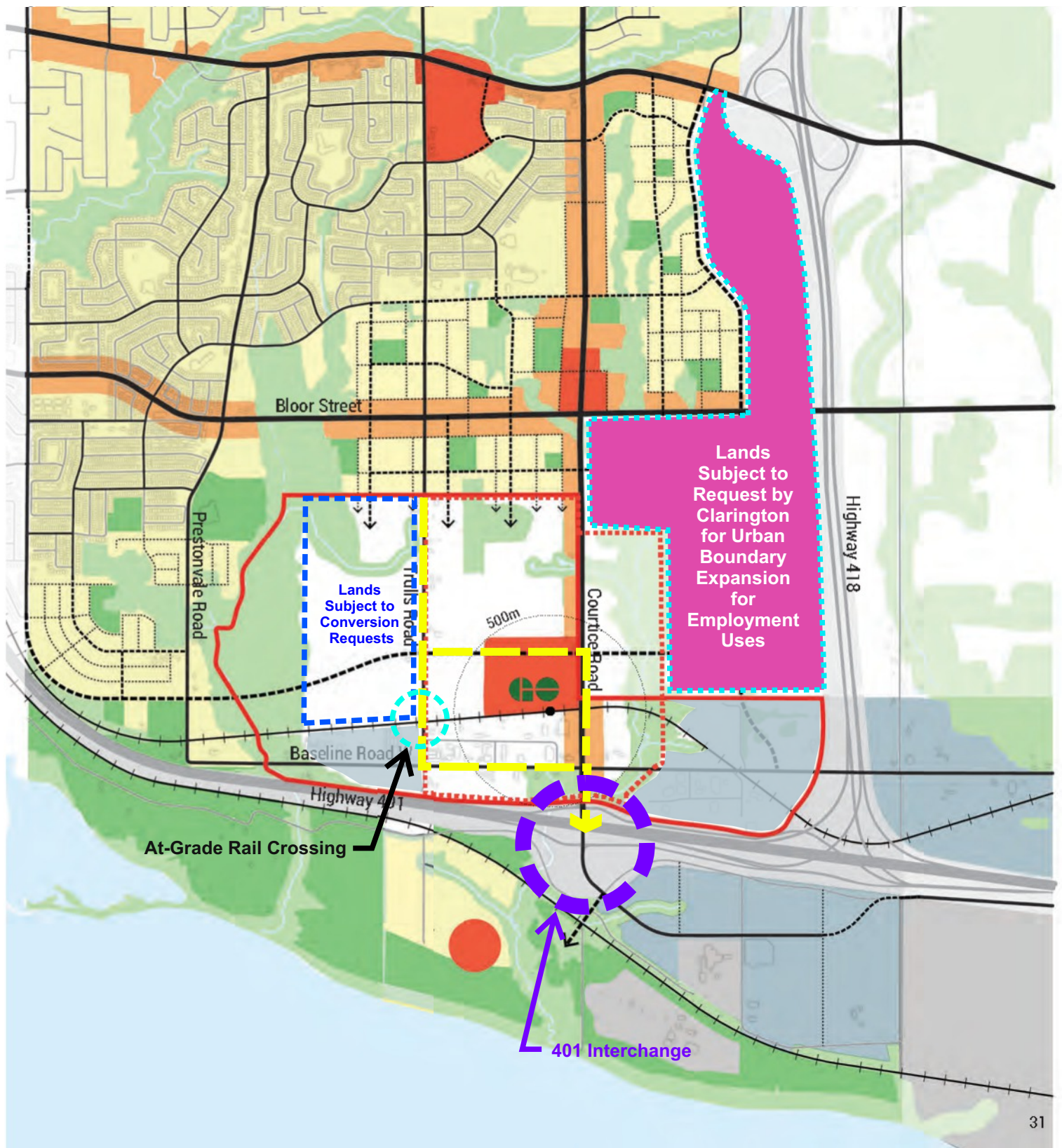
INTERMEDIATE PLANNER



Billy Tung, MCIP, RPP
PARTNER

Attachments:

Attachment 1 – Context Map



Base Plan Source: Clarington PIC Presentation on Courtice Employment Lands, Sept. 2020

- Courtice Employment Secondary Plan Boundary
- - - - MTSA Boundary
- Designated Employment Lands
- Approximately 2.6km of potential mixed truck traffic movement to Highway 401

December 3, 2021

MGP File: 20-2901

Region of Durham - Envision Durham

**ATTENTION: Chairman David Ryan and
Members of the Planning and Economic Development Committee**

605 Rossland Road East

Whitby, ON L1N 6A3

via email: mayor@pickering.ca, clerks@durham.ca and envisiondurham@durham.ca

Dear Chairman Ryan and the Members of the Planning and Economic Development Committee:

**RE: Item 7.2A - Regional Report #2021-P-25
December 7, 2021 Planning and Economic Development Committee
Durham Region MCR / Envision Durham
Employment Conversion Request
1520, 1540 and 1580 Reach Street, Township of Scugog**

Malone Given Parsons Ltd. (MGP) is the planning consultant for Rick Wannop Developments, Wannop Family Farms and Daniel and Robin Luchka, the owners of approximately 64 hectares (~157 acres) of land municipally known as 1520, 1540 and 1580 Reach Street, in the Township of Scugog - Port Perry ("subject lands").

This letter addresses the recommendation contained in Report #2021-P-25 to the Planning and Economic Development Committee (December 7, 2021 – Item 7.2 A) to not approve the requested employment conversion for the eastern portion of the above noted lands (~41 hectares) ("requested conversion" see Figure 1). Further to our detailed letter submitted to the Region (October 22, 2021), we maintain our position that there is a need for the requested conversion and the conversion conforms to and is consistent with the requirements of the Provincial Policy Statement (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) Durham Region Official Plan and Township of Scugog Official Plan (2010).

Approval of the requested conversion represents a cooperative approach to the servicing and development of the eastern portion of the subject lands for employment uses and at the same time providing much needed market-based housing to the Township of Scugog and Port Perry. This would be a "win-win" for Township of Scugog, Region of Durham and the property owners. The alternative is that the lands remain not serviceable and vacant for another 40 years or more.

The opportunity to create this conversion only comes around every 10 years and pursuing it now is essential in order to provide Scugog with much needed market-based housing and create a feasible servicing approach for the remaining vacant employment lands. This will be of benefit to the both the Region of Durham and Township of Scugog.

1. **Further to discussions with Regional Staff on December 1, 2021, the requested conversion will not destabilize the balance of the Port Perry Employment Area to the south and west of the subject lands.** In fact, the exact opposite is true. The requested conversion will open up and make servicing viable for the remaining employment lands by providing financing to extending the servicing through the subject lands. There is over 220 hectares of vacant and underutilized employment land in the Port Perry Employment Area. The vacant employment lands in the south and west of the Port Perry Employment Area are more financially viable from a servicing plan and therefore have been given priority by the Region over the subject lands. The vacant employment lands to the south and west of the subject lands have better access to transportation corridors (Highway 7 / 12) and are more attractive and appropriate for employment uses. The requested conversion will help to bring services to the remaining vacant employment lands in the Port Perry Employment Area without undermining their success.
2. **Furthermore, the subject lands are not suitable for the traditional, large format employment uses given the land's significant topography, poor access and overall lack of competitiveness to strategic employment lands clustered along the 400 series highways.** The Port Perry Employment Area represents the largest combined amount of employment land in the northern part of the Region. This supply is more than is required within the planning time frame to supply the northern employment land market area. The lands have remained vacant for more than 40 years. It is not reasonable to expect this amount of employment land to be absorbed in the employment market nor expect them to compete with major employment lands in strategic employment areas to the south that can provide better access to urban environments, 400 series highways and a large labour pool.
3. **The subject lands east of the woodlot have extremely complex and steep topography that make them unsuitable or viable for employment uses** (Regional Criteria 6 – Site Configuration). As illustrated in Figure 2 attached, the subject lands have been extensively studied from a grading and servicing perspective. East of the woodlot the topography transitions from a reasonably flat area west of the woodlot to an area with varied slopes ranging from 4% to in some areas well over 10% as the land falls towards the creek. The western portion of the lands are relatively flat and more suitable for employment uses, whereas the eastern portion is more suited for residential uses.
4. **Per Regional Report 2020-COW-23, the subject lands have significant servicing constraints that will require considerable infrastructure investments for a relatively low rate of return on jobs produced.** The Regional resolution therefore only committed funds necessary to complete the Environmental Assessment for the sanitary sewer and made no commitments to the larger capital works. Furthermore, the Region requested commitment from the landowner to construct the local roads and services before funding the larger works. However, servicing of the subject lands is only financially feasible through significant private investment. By working together with the Region, Township and the landowners and permitting a more diverse use of land that includes residential does the infrastructure investments become economically viable and help to “open up” the adjacent employment lands.

5. **There is a need for grade-related, market-based housing in the Region, specifically Township of Scugog – Port Perry.** Port Perry does not currently have a supply of greenfield housing opportunities. Future expansion of Port Perry is constrained by adjacent Greenbelt lands, limiting housing opportunities to intensification or through conversion. Per the GGH Growth Forecasts to 2051 by Hemson Consulting for MMH (August 26, 2020), between 2016-2051 the Region of Durham is forecasted to need a market-based supply of singles and semis that represent 55% of the total anticipate unit growth (~128,800 units). Port Perry is an attractive and affordable location for families looking for housing that is close to city but provides small town living. Additionally, we have learned through the pandemic a growing number of homeowners are “working-from-home” on a more permit basis and this has expanded the demand for more affordable housing outside the major urban areas. As such, additional grade related housing opportunities should be provided for in Port Perry
6. **The Region’s Land Needs Assessment has confirmed that there is a need for additional residential and community land in the Region and Scugog.** The role of a municipal comprehensive review is to consider both employment and housing needs concurrently. Both sides of the equation need to be considered and a balanced approach to growth provided in the context of the entire Region but at the local level.
7. **The subject lands are more suitable and appropriate for a mix of uses that can provide population related employment, housing, retail/commercial and recreational uses in a complete and compact urban form.** The vision includes the continuation of employment uses on the western side west of the woodlot transitioning to a vibrant, mixed use, complete neighbourhood on the eastern side that is complimentary to the existing residential uses to the east. The conceptual plan illustrates that the lands can be developed in a manner that provides for appropriate transition and separation of employment and residential uses and create a compatible interface by using the existing woodlot and proposed parks as separators between the employment and residential uses (see Figure 3).
8. **The conversion will provide an opportunity for a much-needed Long-Term Care Facility, associated seniors housing, and medical services as part of a complete community** through an “integrated care model” as well as childcare options for employee and other population related jobs. This includes community and retail/commercial services such as medical offices, health service providers, pharmacy, learning/training centers, and daycare to promote a continuity of care and healthy aging in place.
9. **The conversion request will improve the total job yield and provide for much needed Population-Related Jobs.** The conversion will not compromise the supply of employment lands and job targets for the Township or Region.
10. The property owner also owns the large parcel on the north side of Reach Street across from the subject lands and has committed to providing an easement for the region to connect their sewer to the lagoon and to providing a connection to the larger regional trail system.

This conversion request was supported by the Township of Scugog Council at the Council Meeting held on December 21, 2020 (Resolution CR-2020-157) (Criteria 11 – Municipal Interest). The Region of Durham also supported the MZO for the assisted living facility.

The requested conversion represents an limited opportunity through this current MCR process to provide much needed market-based housing in Scugog and “open-up” the long time vacant employment lands through a financially viable servicing approach that works cooperatively with the Region and landowner. Without the conversion, the employment lands will continue to remain vacant and not serviced for the foreseeable future.

Based on the above, we continue to stress the need for the conversion and request the Region to approve the conversion of the eastern portion of the Subject Lands to *Living Areas*.

On behalf of our clients, we appreciate the opportunity to provide our comments and input and we welcome further opportunity to meet with staff to discuss the request. Should you have any questions with respect to this request, please do not hesitate to contact me.

Yours very truly,
Malone Given Parsons Ltd.



Don Given, MCIP, RPP
Principal

cc'd: Mr. Brian Bridgeman, Commissioner of Planning and Economic Development, (brian.bridgeman@durham.ca)
Simon Gill, Director of Economic Development and Tourism (simon.gill@durham.ca)
Stacey Jibb, Economic Development, Region of Durham (Stacey.jibb@durham.ca)
Township of Scugog Council via Town Clerk, Becky Jamieson (bjamieson@scugog.ca)
Mayor Drew (bdrew@scugog.ca)
Wilma Wotten, Regional Councillor Scugog (wwotten@scugog.ca)
Kevin Heritage, Director of Development Services, Township of Scugog (kheritage@scugog.ca)
Brent Puckrin, Economic Development Advisory Committee for the Township of Scugog (bpuckrin@antecappraisal.com)
Richard Wannop (rickwannopdevelopments@gmail.com)



Attachments: Figure 1: Subject Lands

Figure 2: Topographical Model for the Subject Lands

Figure 3: Preliminary Development Concept for the Subject Lands

Figure 1: Lands Subject to Conversion Request



-  Subject Site
-  Conversion Request to Living Area Designation (Approximate Boundary)

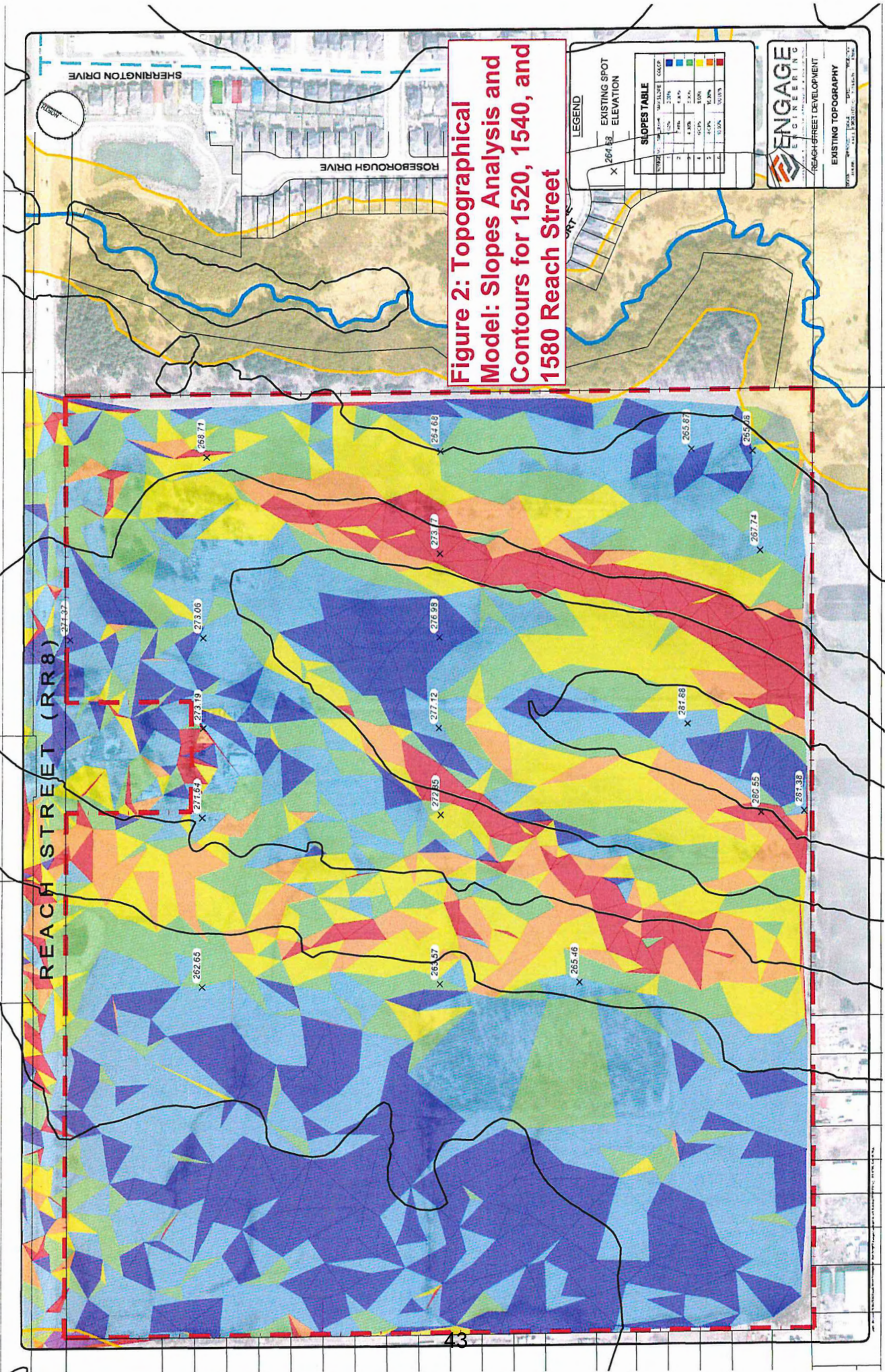


Figure 2: Topographical Model: Slopes Analysis and Contours for 1520, 1540, and 1580 Reach Street

LEGEND

EXISTING SPOT ELEVATION

SLOPES TABLE

SLOPE (%)	COLOR
0-2	Blue
2-5	Light Blue
5-8	Yellow
8-10	Orange
10-12	Red
12-15	Dark Red

ENGAGE ENGINEERING

REACH STREET DEVELOPMENT

EXISTING TOPOGRAPHY

10/10/2017

PRELIMINARY DESIGN CONCEPT

Reach Street,
Port Perry, Ontario

- Subject Lands (62.9 ha)
- Woodlot
- Woodlot Buffer
- Watercourse Setback
- Neighbourhood Park
- Linear Park Parkette, Trail Connections
- Stormwater Management Pond
- Mixed Use Employment
- Prestige Employment
- General Employment
- Seniors/LTC (4 Floors)
- Residential/Mixed Use (4 Floors)
- Residential Condo
- Lane-way Accessed Homes
- (Singles, Semis, Towns)
- Street Access Homes
- (Singles, Semis, Towns)
- Water tower Conceptual Location
- Possible Trail Connections

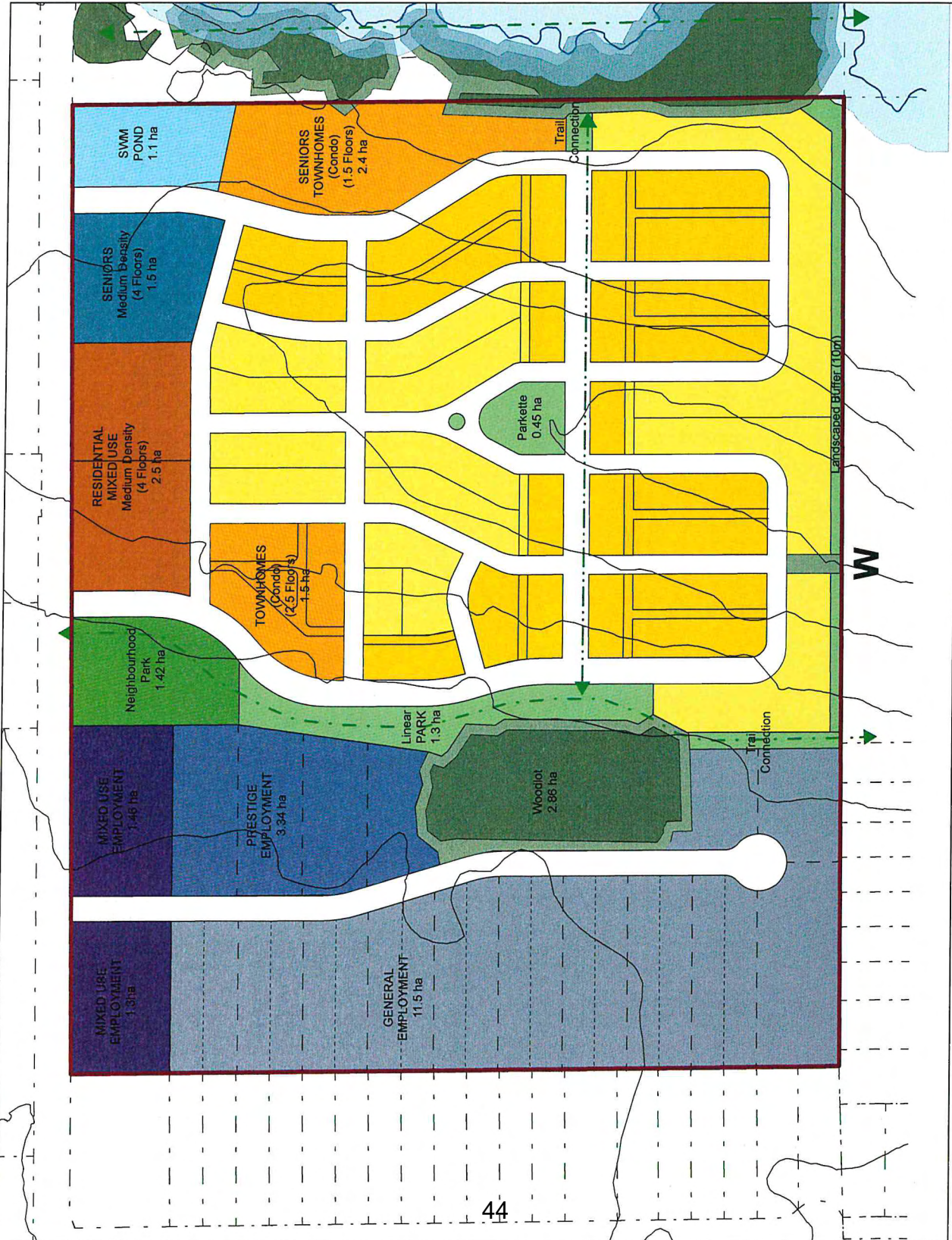
Date: November 24, 2020

Job: 20-2901

Prepared By: AH

Prepared For: Richard Wannop Developments

MGP Malone
Given
Parsons.



From: Mikhail Yurkoski <mikhail.yurkoski@gmail.com>
Sent: Saturday, December 04, 2021 12:09 PM
To: Clerks <Clerks@durham.ca>
Subject: Envision Durham

Members of Regional Council,

I am writing in regards to the Envision Durham staff report. I happened to see the post on Facebook concerning the proposed land conversion and was asked to write to members in opposition. I cannot do that. Over the past number of years, I have watched Council and in some cases have delegated on development reports. I have listened to all members champion the need for affordable housing and was surprised to see that not all members supported the land conversion request by the GO station. For people in my age group, they are struggling to get into the housing market. Not everyone has parents with enough resources to help with a down payment. The condos that will be built may not have a spacious, but will allow people my age to get into the housing market, enjoy the amenities in the port and support local business. I won't have to hop into the car to drive to Metro or to go for a drink at the Royal Oak. Everything will be within walking distance.

I ask council to think of the commitments that they have made to support affordable housing and to help a generation that is struggling to find a place to live.

From: Massimo Yurkoski <massimoy75@gmail.com>
Sent: Sunday, December 05, 2021 6:02 PM
To: Clerks <Clerks@durham.ca>
Subject: Development at the Abilities Center

Councillors,

Thank you for reading my letter. My brother was talking to me about the potential development by Abilities Centre and I think it's a great idea. I think we should be building more condos in Whitby. Like most guys in their 20s, I live with my parents. I love my mom's cooking and its one reason to stay at home. All jokes aside, I'm here to save up for a down payment and it's not easy. The goal post seems to move year by year. We need a greater supply of condos so that my 20% is 120k and not 250k. Like my brother who faces the same affordability issue as I do, please allow for more affordable homes.

Thank you,



IBI GROUP
8133 Warden Ave, Unit 300
Markham ON L6G 1B3 Canada
tel +1 905 763 2322 ext 63454
ibigroup.com

December 2, 2021

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

Dear Ms. Colleen Goodchild,

**DECISION MEETING REPORT | DURHAM REGIONAL OFFICIAL PLAN AMENDMENT #186
TO ESTABLISH THE POLICY FRAMEWORK FOR PROTECTED MAJOR TRANSIT STATION
AREAS, FILE: OPA 2021-003.**

IBI Group is pleased to provide the following comments on Durham Region's Durham Regional Official Plan Amendment #186 to establish the policy framework for Protected Major Transit Station Areas (*File OPA 2021-003*) on behalf of our clients, 2610144 Ontario Limited and the Lovisek family, the owners of 1766 Baseline Road and 0 Courtice Road, respectively (the "subject sites").

In regard to these properties, IBI Group previously submitted an Employment Area Conversion Request for 1766 Baseline Road (September 2, 2020) and a Settlement Area Boundary Expansion Request for 0 Courtice Road (September 22, 2020). IBI Group also provided comment on the *Envision Durham: Proposed Regional Official Plan Amendment – Policies and Delineations for Protected Major Transit Station Areas (ROPA 2021-003) & Update on Settlement Area Boundary Expansion Requests (File D12-01)* on September 2, 2021.

Having reviewed the decision meeting report released by the Region on November 19th, which will be brought forward to the December 7th Planning and Economic Development Committee for decision, we would like to offer the following comments in relation to the impacts to our clients' sites.

We understand at this time that 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 – also known as 0 Courtice Road. As stated in the report, since the broader Land Needs Assessment ("LNA") 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.

Seeing as there are still unknowns as it relates to which lands may be considered for inclusion due to the outstanding LNA conclusions, we do believe that finalizing the PMTSA delineations in advance of anticipated urban boundary expansions is premature due to the direct impact it will have to the Courtice PMTSA. We recommend the right to reserve comments on the PMTSA boundaries at a time when the LNA and boundary expansions have been finalized. Nevertheless, while further clarification on how the outcome of the LNA process will be

ENVISION DURHAM – December 2, 2021

considered in the delineation of the PMTSA boundaries, we look forward to continuing to work with the Municipality of Clarington and the Region as more information becomes available.

As it relates to the lands currently within the Courtice PMTSA, we note that area municipalities will complete secondary planning exercises (or equivalent) to establish policies pertaining to these areas, including policies which identify the authorized uses of land, buildings or structures in these areas and minimum densities for buildings or structures in MTSA's. We look forward to working with the Municipality of Clarington and look forward to the opportunity to meet with Staff at your earliest convenience to discuss this process further.

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

Sincerely,

IBI Group Professional Services (Canada) Inc.



Simon Yee
Senior Planner

- c. Municipality of Clarington
Louisville Homes Limited
2610144 Ontario Limited

Project No. 0773

December 6, 2021

Regional Chair Henry and Members of Regional Council
605 Rossland Road East
Whitby, Ontario L1N 6A3

Dear Regional Chair and Members of Regional Council:

**Re: *Envision Durham – Employment Area Conversion Request
CNR-06 – Nordeagle Developments Inc., Town of Whitby, Item 7.2A***

As you are aware, Bousfields Inc. ("Bousfields") is the planning consultant to Nordeagle Developments Limited (the "applicant") for their lands located at the northwest corner of Gordon Street and Victoria Street in the Town of Whitby (the "subject site"). The subject site is approximately 34-hectares in size and is situated between the Lynde Shores Conservation Area and Gordon Street in the Town of Whitby.

We are writing with respect to item 7.2A respecting the employment land conversion requests, and specifically request CNR-06 by Nordeagle Developments Inc. Conversion request CNR-06 was supported by Town of Whitby Council at its meeting held on November 29, 2021. We ask that Regional Council uphold the recommendation of the local municipality and allow the CNR-06 conversion request. Attached is our previous correspondence on this matter for your convenience.

We have reviewed the staff report (2021-P-25), which does not support in part due to the existing industrial buildings located adjacent to the Nordeagle lands. In this respect we note that Sobeys has written a letter supporting the proposed conversion, subject the inclusion of appropriate policies dealing with land use compatibility (similar to the policies introduced for the east lands).

We also note that the actual land use, height, density and design of the west lands would be determined through the future process pursuant to a site specific policy like the east lands. Therefore, matters relating to compatibility and amount of non-residential floor space and full public consultation can be addressed and secured through that future process.

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
Philip Busby, Director National Development Real Estate, Sobeys Inc.

Project No. 0773

November 10, 2021

Town of Whitby
Committee of the Whole
Town of Whitby
575 Rossland Road East
Whitby, ON L1N 2M8

Dear Sirs and Mesdames:

Re: *Staff Report PL 71-21, Envision Durham Land Needs Assessment*

As you are aware, Bousfields Inc. ("Bousfields") is the planning consultant to Nordeagle Developments Limited (the "applicant") for their lands located at the northwest corner of Gordon Street and Victoria Street in the Town of Whitby (the "subject site"). The subject site is approximately 34-hectares in size and is situated between the Lynde Shores Conservation Area and Gordon Street in the Town of Whitby.

We submitted letters to the Region of Durham dated February 22, 2019, August 17, 2020, and November 1, 2021 requesting conversion of the westerly 16 hectares of the subject site located west of Montecorte Street (the "Nordeagle conversion lands").

We are writing in response to staff report PL 71-21 on the November 15 2021 COW agenda, where staff states their general support for the Envision Durham Land Needs Assessment Technical Report. While the Region's technical report does not recommend conversion of the Nordeagle conversion lands, we encourage City staff and Council to consider this conversion as an overall benefit to the area, the City and Region for the reasons stated in our attached letters and summarized below. We note that City staff states that a conversion could be considered if lands are made up through a corresponding increase through the ongoing growth management review.

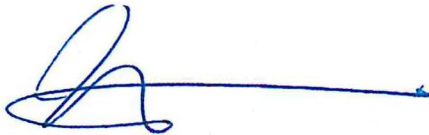
The request would allow for a mixed use complete community comprising of jobs, residents, parks and community facilities proximate to the GO Station to the east, the Lynde Shores residential community to the south, and the Lynde Shores conservation area to the west. Those letters are attached hereto for your convenience.

In summary, it is our opinion that the conversion is appropriate for the following reasons:

- The conversion will contribute to achieving Growth Plan intensification targets.
- The conversion will not impact the viability of the employment area. Nordeagle is proposing approximately 7,600 jobs in this area in the form of office, retail and convention centre uses.
- The conversion will allow for the land to be used for a new public elementary school, which would be needed for the new population in the Major Transit Station Area (MTSA).
- The conversion will provide for a complete community with residents living close to work, parks and services, as opposed to heavy industrial or warehouse uses or an isolated business park approach which is a dated format framed around commuting to work by automobile.

Thank you for your consideration of these comments in your consideration of the preliminary assessments. Nordeagle looks forward to proceeding with the redevelopment of the lands for a complete community complemented by a comprehensive parks network, new community facilities, job opportunities and mix and range of new housing supply. If you have any questions with respect to the above, please contact me.

Yours very truly,
Bousfields Inc.



Michael Bissett, MCIP, RPP

c. Roger Saunders
Edward Belsey

Project No. 0773

November 1, 2021

Gary Muller
Director of Planning
The Regional Municipality of Durham
605 Rossland Road East
Whitby, ON L1N 6A3

Dear Mr. Muller:

Re: *Envision Durham – Employment Area Conversion Request*

As you are aware, Bousfields Inc. ("Bousfields") is the planning consultant to Nordeagle Developments Limited (the "applicant") for their lands located at the northwest corner of Gordon Street and Victoria Street in the Town of Whitby (the "subject site"). The subject site is approximately 34-hectares in size and is situated between the Lynde Shores Conservation Area and Gordon Street in the Town of Whitby.

We submitted letters dated February 22, 2019 and August 17, 2020 requesting conversion of the westerly 16 hectares of the subject site located west of Montecorte Street (the "conversion lands"). The request would allow for a mixed use complete community comprising of jobs, residents, parks and community facilities proximate to the GO Station to the east, the Lynde Shores residential community to the south, and the Lynde Shores conservation area to the west. Those letters are attached hereto for your convenience.

In summary, it is our opinion that the conversion is appropriate for the following reasons:

- The conversion will contribute to achieving Growth Plan intensification targets.
- The conversion will not impact the viability of the employment area. Nordeagle is proposing approximately 7,600 jobs in this area in the form of office, retail and convention centre uses.
- The conversion will allow for the land to be used for a new public elementary school, which would be needed for the new population in the Major Transit Station Area (MTSA).
- The conversion will provide for a complete community with residents living close to work, parks and services, as opposed to heavy industrial or warehouse uses or an isolated business park approach which is a dated format framed around commuting to work by automobile.

Detailed Response

We have reviewed the recently released report entitled "Employment Strategy Technical Report – Chapter 3 of the Region of Durham Growth Management Study: Land Needs Analysis" (the "Employment Report"). We understand that the Employment Report recommends against the Nordeagle conversion request (known as CNR-06) to convert approximately 18 hectares of land west of Montecorte Street. We understand that this is a preliminary evaluation for consultation purposes and sets out high level reasoning for the conclusions. We offer the following responses in support of the conversion request:

- We agree with the conclusion of the Employment Report that the proposed conversion will contribute to the Region and Whitby's ability to achieve intensification targets of the Growth Plan.
- We do not agree that the requested conversion will impact the overall viability of the employment area. Apart from the Sobeys Distribution Centre and former Automodular building, the remaining vacant lands east of Montecorte have already been converted, or are owned by Nordeagle and proposed for a mixed use complete community of parks, community facilities and new residential and commercial development.
- Nordeagle proposes to develop new office and convention centre uses on the north side of Montecorte as a transitional buffer to the Sobeys warehouse. The proposed development of the overall Nordeagle landholdings would include approximately 7,600 new jobs or about 220 jobs per hectare. Similar to the conversion of lands east of Montecorte, site specific policies can be used to ensure that there are no adverse impacts on existing employment uses.
- The viability of the lands strictly as a business park is lacking, given that the more recent approach to providing for higher density office uses is within a complete community setting, rather than isolated areas that do not promote active forms of transportation.
- The conversion will allow for the land to be used for a new public elementary school, which would be needed for the new population in the Major Transit Station Area (MTSA) in any event. The conversion will be a benefit in allowing for community uses that are already required.
- The lands are located directly adjacent to a low-rise residential community of Lynde Shores, and have been planned for business park uses in the Whitby Official Plan for decades. While the Sobeys warehouse facility was permitted

through a site specific approval, the lands have never been envisioned to be utilized for uses that require heavy truck movement and strategic goods movement.

- The lands have never been planned for a range of industrial uses requiring heavy truck traffic related to moving goods. Rather, they have been planned for office business park uses which are compatible with residential uses. The approach is to now provide for a complete community with residents living close to work, parks and services, rather than the more antiquated business park approach which required commuting to work by vehicle.
- 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. The lands are also well suited to provide for needed community uses serving the existing residential population, as well as the planned residential population east of Montecorte within the MTSA.
- The Employment Report appears to indicate that the request is not recommended by virtue of being designated as part of the "West Whitby" employment area. The site is an isolated employment site designated as a business park (not a planned industrial area) directly adjacent to existing low-rise residential to the south, hazard lands to the north, and an MTSA to the east. The conversion would 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 as well as provide opportunity for more comprehensive and extensive parks network.
- The Employment Report states that the conversion lands are comprised of a number of parcels, some of which are large and can accommodate employment related uses. The area has never been planned to accommodate large industrial developments requiring large sites. While the Sobeys warehouse was permitted through a site specific amendment, that form of development was never anticipated to be prevalent in this area, directly adjacent to the Lynde Shores community to the south and now with the MTSA to the east. The area was envisioned to be a business park, with uses that are compatible with adjacent residential to the south. Over time, the business park planning approach has evolved in favour of mixed use development where residents live close to work, and which reduces the need for vehicular commuting. The overall proposed development of the Nordeagle lands will include new employment, new residents, new parks and new community

services. The proposed conversion will allow for the location of community services that would otherwise not be permitted without the conversion.

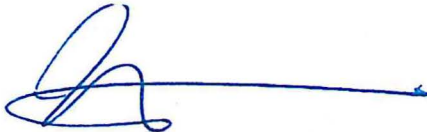
Notwithstanding that the supply of employment land would be reduced, that is the case for any of the conversion requests. In this instance, the lands were planned for business park use rather than large industrial parcels. The approach is to locate those office and convention centre uses north of Nordeagle and east of Montecorte, with the converted lands being utilized for community uses and additional residential units to contribute to evolving transit oriented nature of the area, which is evolving into a more mixed use complete community, rather than an isolated employment area directly adjacent to the Lynde Shores community, the MTSA and the conservation area to the west.

Over the entire Nordeagle lands east and west of Montecorte, there will be approximately 7,600 jobs or 220 jobs per hectare. The employment jobs are proposed in a location adjacent to the existing Sobeys warehouse as a transition of use. The converted lands would contribute to a comprehensively planned parks network, new housing opportunities, and new community services, such as a needed public elementary school.

- The Employment Report states that the proposed conversion has the potential to undermine the broader planned function of the employment area, including the existing Sobeys warehouse. The lands east of Nordeagle were converted in the last Official Plan Review based on a site specific policy requiring studies to confirm land use compatibility. Those lands, which are now located within an MTSA, are planned for high density residential uses proximate to the same warehouse as the lands now proposed to be converted. It is not appropriate to refuse to convert the subject conversion 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.
- The Employment Report appears to recommend against the conversion partly due to the conversion lands not being located within the proposed MTSA. While the site is not within the MTSA, it is directly adjacent to the MTSA, meaning residential mixed use development is encouraged and envisioned to the east. It would not be appropriate to provide for any heavy industrial type of development adjacent to the MTSA, but rather to allow for a conversion to provide more assurance for compatible uses that can also contribute to a comprehensive parks network and contribute new community facilities to service the MTSA population.

Thank you for your consideration of these comments in your consideration of the preliminary assessments contained within the Employment Report. Nordeagle looks forward to proceeding with the redevelopment of the lands for a complete community complemented by a comprehensive parks network, new community facilities, job opportunities and mix and range of new housing supply. If you have any questions with respect to the above, please contact me.

Yours very truly,
Bousfields Inc.



Michael Bissett, MCIP, RPP

Project No. 0773

August 17, 2020

Gary Muller
Director of Planning
The Regional Municipality of Durham
605 Rossland Road East
Whitby, ON L1N 6A3

Dear Mr. Muller:

Re: *Envision Durham – Employment Area Conversion Request*

As you are aware, Bousfields Inc. ("Bousfields") is the planning consultant to Nordeagle Developments Limited (the "applicant") for their lands located at the northwest corner of Gordon Street and Victoria Street in the Town of Whitby (the "subject site"). The subject site is approximately 34-hectares in size and is situated between the Lynde Shores Conservation Area and Gordon Street in the Town of Whitby.

In 2007, applications to amend the Region Official Plan ("ROP") were filed to designate these lands for a high-density mixed use complete community comprising of new office space, retail and service commercial, and a range of housing types. Through Policy 8C.3.1 of ROPA 128, approximately 16-hectares of these lands, located east of Montecorte Street, were designated for high-rise mixed use development.

On behalf of our client, Bousfields filed applications in February 2018 for an Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision for the lands on to the east of Montecorte Street (herein referred to as the "East Lands", or Phase One Lands as shown on Figure 1) in order to implement site-specific Policy 8C.3.1 of the Region Official Plan and 4.6.5.9 of the Town Official Plan (the applications were assigned File Nos. OPA 2018-W/02, S-W-2018091 and Z-08-18). The amendments would permit the phased development of the subject site, with a transit-supportive, high-density, mixed-use community. The redevelopment would introduce a number of new residential dwellings (in a mix of residential suit types) as well as news jobs, including office, hotel, convention centre, as well as retail and services uses.

With the Phase One Lands proceeding in accordance with the ROP, we had submitted letters to the Regional Municipality of Durham expressing our intent to progress the remaining lands to the west of Montecorte Street (the "West Lands" or the Phase Two Lands) for an expanded mixed-use complete community, including a range of housing,

jobs and park space to serve the new population within proximity to the Whitby GO Station and Lakeridge 401 Interchange.

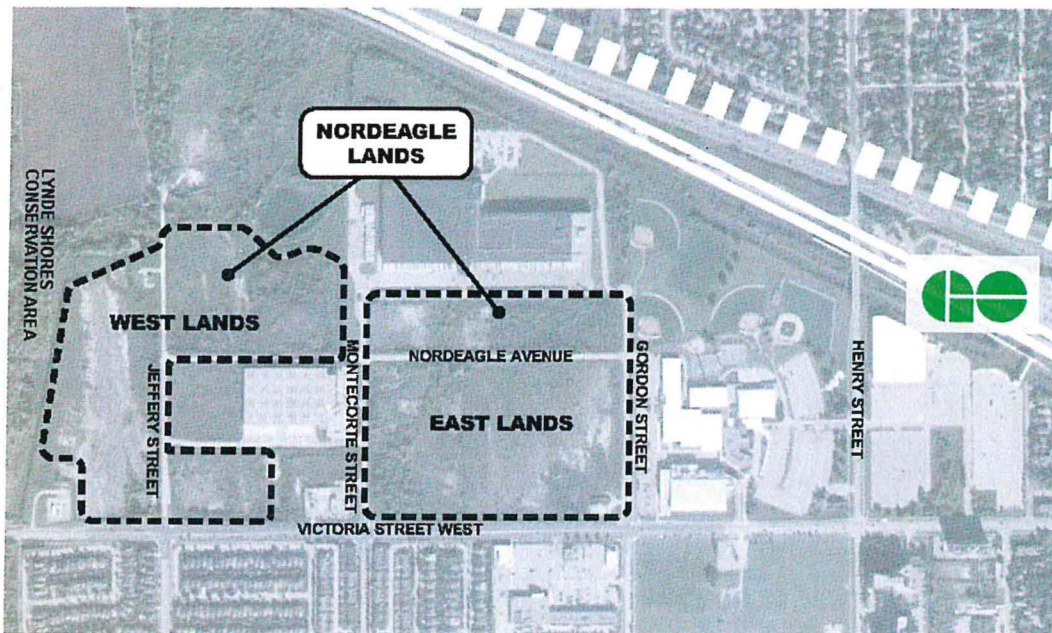


Figure 1 – Subject Site

These letters, dated February 22 and September 5, 2019, requested that the West Lands be redesignated to permit high-density mixed-use residential uses, similar to the East Lands and commented on the Envision Durham Growth Management – Urban Systems Discussion Paper.

The purpose of this letter is to respond to the criteria for assessing requests for Employment Area conversions per Report #2020-P-11 by the Commissioner of Economic Development for the West Lands.

The West Lands are designated Employment Areas (Urban) by Schedule A, Regional Structure Map A4 by the Region of Durham Official Plan. The subject site is designated Prestige Industrial – Business Park on Schedule A, Land Use of the Town of Whitby Official Plan and is located within the Lynde Shores Secondary Plan Area.

Evaluation Criteria

We offer the following responses to the evaluation criteria in Section 5.6 of Report #2020-P-11:

- 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.

The introduction of a compatible range and mix of uses at higher densities would not mean a reduction in the number of jobs given the high-density employment space proposed through the current application(s) on the East Lands (i.e. proposed 75,370 square metres of office gross floor area, equating to approximately 4,600 jobs). The introduction of residential units along with the jobs will serve to contribute to the minimum intensification targets within the built-up area and in close proximity to the Whitby GO Station. We also note that these lands have not been identified as a Provincially Significant Employment Zone by the Province.

While the Town and Region will consider whether there is a need for the conversion of any employment lands to meet the Growth Plan population forecast, it has been recognized (for instance in the City of Toronto) that in some instances there may be a need to convert more isolated parcels of employment lands to mitigate existing or potential land use conflicts between industry and sensitive uses and to achieve other municipal objectives. In this instance, the conversion of the West Lands will achieve the municipal objectives of providing for a complete community in proximity to the GO Station, and provide for a more compatible form of development with the surrounding residential lands to the south and approved for east of Montecorte Street.

b. To satisfy Growth Plan policy, it must be demonstrated that:

- There is a need for the conversion.

See the response to (a) above.

- 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 West Lands are currently vacant employment lands that can be serviced by municipal infrastructure and are in proximity to transit systems as well as Highway 401. and are in close proximity to transit and Highway 401. Through the Envision Durham and LNA process it will be determined whether these lands are required over the time horizon of the Growth Plan. In this instance,

with the assumption that these lands may be required for employment purpose over the time horizon, it is our opinion that the East Lands can accommodate these jobs. Furthermore, the mixed-use development proposed for these lands would facilitate job growth in a manner that is compatible with its current designation.

- 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.

With the conversion of the West Lands, the entirety of the Lynde Shores Business Park would effectively be designated for mixed-use development, with the exception of the Sobeys Warehouse (which was permitted through a site-specific amendment) and the long-vacant former Automodular industrial building (which has been used as office space on a temporary basis by various companies over last decade). The conversion would, in our opinion, provide for a more contemporary and master planned community that is compatible with surrounding residential lands to the south and also function as a catalyst for job growth and new residents in proximity to the significant number of amenities and mobility options in the surrounding area.

- There are existing or planned infrastructure and public service facilities to accommodate the proposed uses.

There are a significant number of infrastructure and public service facilities to accommodate the conversion of the lands for proposed mixed-use development, including the following:

- Iroquois Park and Iroquois Park Sports Centre
- Abilities Centre
- Lynde Shores Conservation Area
- Whitby Harbour
- Highway 401/Brock Street interchange
- Lakeridge Road 401/407 link
- Frontage on Victoria Street, a Type A Regional Arterial Road, and Gordon Street, a Type C Arterial Road, with frequent regional transit service
- Proposed urban school on the East Lands

- c. The site is not located in proximity to major transportation corridors and goods movement infrastructure.

The subject site is not located in proximity ports, airports, truck terminals or freight facilities. While the lands are located in proximity to Highway 401, the interchange is in proximity to primarily residential, recreation and commercial properties as well as the Whitby GO Station.

- d. The site does not offer direct access to major transportation corridors and goods movement infrastructure.

The lands are not directly adjacent to freight infrastructure or major transportation corridors. While there is a freight rail line north of the Sobeys distribution centre, the industrial lands with freight access are generally located east of S Blair Street to Thickson Road. The lands have been historically designated as a business park and were not contemplated for freight related industrial uses. While the lands are in proximity to the Brock Street / Highway 401 interchange, the lands do not have direct access and the interchange is generally surrounded by residential, recreational and commercial development as well as the Whitby GO Station and proposed as a Major Transit Station Area. The area is not intended to be utilized for large land expansive industrial facilities that would rely on goods movement corridors.

- e. The site is located outside or on the fringe of an assembly of Employment Areas.

The subject site is located outside of an assembly of *Employment Areas*.

As previously noted, the area was originally planned as a business park and the proposal for the East Lands includes a significant amount of new employment, to complement the proposed residential for the remainder of the lands.

- f. The site offers limited market supply potential for Employment Area development due to size, configuration, access, physical conditions, and/or servicing constraints, etc.

The West Lands are not designated or well-suited for large land-extensive industrial development and is in fact already designated as a high-intensity Business Park, which is conducive to mixed-use residential development. The conversion of the West Lands would result in a complete mixed-use community that would provide for a mix of uses that would be more compatible with the surrounding residential to the south and the sensitive natural features to the west as compared to an industrial form of development. In addition, the conversion would allow for a coordinated and well-designed master planned community that would provide compatible uses, including employment uses, residential and

institutional space.

Conclusion

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

Yours very truly,

Bousfields Inc.



Michael Bissett, MCIP, RPP

Project No. 0773

February 22, 2019

Gary Muller
Director of Planning
The Regional Municipality of Durham
605 Rossland Road East
Whitby, Ontario L1N 6A3

Dear Mr. Muller:

Re: *Envision Durham*
Durham Region Municipal Comprehensive Review
Nordeagle Developments Limited, Town of Whitby

As you may know, we are planning consultants to Nordeagle Developments Limited with respect to a 34-hectares of land generally located north of Victoria Street, between the Lynde Shores Conservation Area and Gordon Street in the Town of Whitby. Applications to amend the Region Official Plan were filed in 2007 to designate these lands for a high density mixed use complete community comprising of new office space, retail and service commercial, and a range of housing types. Sixteen hectares of these lands, located east of Montecorte Street, were designated for high-rise mixed use development through ROPA 128 (Policy 8C.3.1).

On behalf of our client, we filed applications in February 2018 for an Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision on the lands east of Montecorte Street (the "East Lands" or Phase One Lands) in order to implement site-specific Policy 8C.3.1 of the Region Official Plan and 4.6.5.9 of the Town Official Plan. The amendments would permit the phased development of the "East Lands" (herein referred to as the "Nordeagle Site"), with a transit-supportive, high-density, mixed-use community.

With the first phase of the overall lands now proceeding in accordance with the Official Plan, we are now writing in order to progress the remaining lands west of Montecorte Street (the "West Lands") for an expanded mixed use complete community, including a range of housing, new park space and a new elementary school location to serve the new population within proximity to the Whitby GO Station and new Lakeridge 401 interchange (See Attachment A – Preliminary Concept Plan).

Mixed Use Complete Community Opportunity

Strategic Location

The Site's strategic location presents a significant opportunity for mixed-use intensification. In addition to its relative adjacency to the Whitby GO Station, the lands are also strategically located in proximity to the following:

- Iroquois Park and Iroquois Park Sports Centre
- Abilities Centre
- Lynde Shores Conservation Area
- Whitby Harbour
- Highway 401/Brock Street interchange
- New Lakeridge Road 401/407 link interchange, which connects Highway 401 with the eastern extension of Highway 407 via Highway 412
- frontage on Victoria Street, a Type A Regional Arterial Road, and Gordon Street, a Type C Arterial Road, with frequent Regional transit service

As such, the opportunity exists to take advantage of the area's high-profile location near Lake Ontario, the GO Station, Highway 401, and a number of amenities. As noted, a new school would be included in the development of these lands (as part of the development of the "West Lands").

Complete Community

The Growth Plan supports mixed-use intensification within built-up urban areas, particularly in proximity to transit. The plan is about accommodating forecasted growth in "complete communities", designed to "meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities and a full range of housing to accommodate a range of incomes and household sizes"

With respect to employment lands, we note that the subject lands have not been identified in the recent release of the draft Provincially Significant Employment Zone (see Attachment B – Draft Provincially Significant Employment Zones).

Jobs and Residents

The Nordeagle Site was originally designated and zoned for generally low-density industrial purposes in 1996, at a time prior to the Province's "smart growth" initiatives, which seek to promote intensified forms of development within existing built-up areas,

particularly in proximity to transit. With the exception of the Sobeys warehouse, the former Automodular building (closed in 2009), Petro-Canada service station, and a new hotel use along Montecorte Street, no other development has occurred on the lands since that time, despite active marketing of the lands. As a result, the entire area is currently underutilized and largely vacant.

The proposed higher density mixed-use form of development represented by the proposal will create many times the number of jobs than would be created by a low-density industrial plan of subdivision. Accordingly, the proposal is consistent with the underlying intent of both the Provincial Policy Statement and the Growth Plan to promote economic development opportunities and an increase in jobs to contribute to the Region's employment targets. In addition, the proposal furthers the Growth Plan objectives of integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.

In our opinion, the proposed development would not fragment or erode the existing employment land supply in the Town and Region. Due to its proximity to the Whitby GO Station, the Site is conducive to higher density office uses. Further, the addition of a residential component on the Site will serve as an incentive to attract office users, as it will offer a "complete community" environment for employers, employees and residents.

Trails, Parks, Recreation

As part of the redevelopment of the Nordeagle Site, a central park has been designed to link the Site with the Lynde Shores Conservation Area, the Iroquois Park and Sports Complex, and to nearby waterfront trails and the Port Whitby Marina. The proposed concept for the lands would include new park space that link the larger active park space and harbourfront east of Gordon Street, to the Lynde Shores Conservation Area lands to the west. The conversion of these lands to allow for mixed use development will facilitate the achievement of a completed Lynde Shores trail and path network in accordance with the Town's Parks and Open Space Master Plan.

Request

We hereby request that the West Lands indicated on Attachment A be redesignated to permit high density mixed use residential uses, similar to the East Lands, east of Montecorte Street. We look forward to providing input into Envision Durham in a coordinated manner so that we can achieve what we believe is an exciting opportunity for the Lynde Shores community and the Region.

If there are any questions, or you require any information, please do not hesitate to contact me directly.

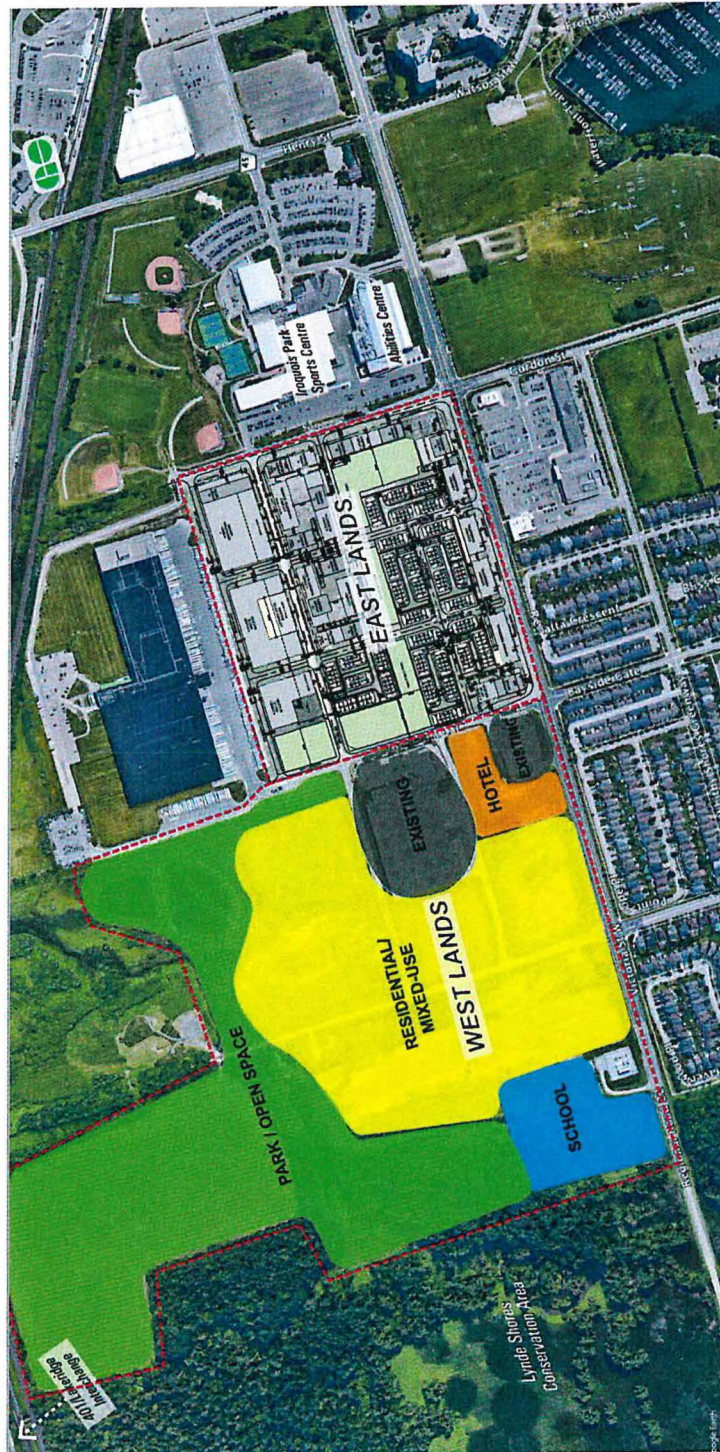
Yours Very Truly,



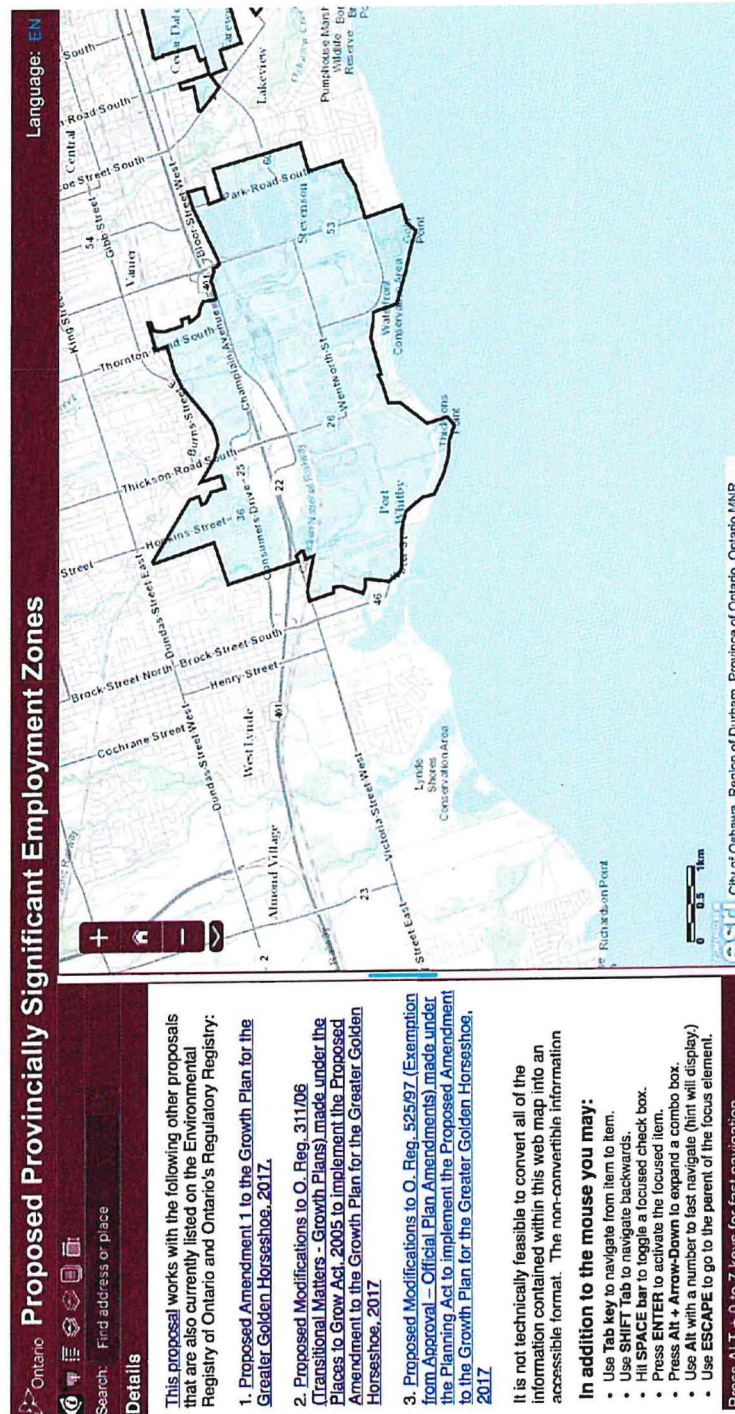
Michael Bissett, MCIP, RPP

- c. Roger Saunders, Town of Whitby
EnvisionDurham@durham.ca
Peter Cortellucci, Nordeagle Developments Limited

ATTACHMENT "A" PRELIMINARY CONCEPT PLAN



ATTACHMENT "B"
DRAFT PROVINCIALY SIGNIFICANT EMPLOYMENT ZONES



From: lillian giordano <liliangiordano@yahoo.ca>
Sent: Friday, December 03, 2021 8:50 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%7Cf4d8d3aec6ad437674fc08d9b6c85899%7C52d7c9c2d54941b69b1f9da198dc3f16%7C0%7C0%7C637741794420623799%7CUnknown%7CTWFPbGZsb3d8eyJWljoimC4wLjAwMDAiLCJQljoiv2luMzliLCJBTil6Ik1haWwiLCJXVCi6Mn0%3D%7C3000&sdata=hEeKV3cnXwkE7tb9gepfJlaib4dzkLu2BkCVftaO%2BgM%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,
Lillian Giordano

Sent from my iPhone



Principals

Michael Gagnon
Lena Gagnon
Andrew Walker
Richard Domes

December 6, 2021

PN 2415 - MCR

**The Regional Municipality of Durham
Planning and Economic Development Committee
605 Rossland Road East
Whitby, Ontario L1N 6A3**

Attention: Regional Clerk

**Re: Region of Durham Planning and Economic Development Committee
Envision Durham – Recommendations on Employment Area Conversion
Requests (File: D12-01, OPA-2021-003); Report #2021_P-25; Item 7.2A
650 Beck Crescent, Town of Ajax, Atlas Development Ltd.
(Regional Submission ID No. CNR-20)**

Dear Regional Chair and Members of Planning and Economic Development Committee:

Gagnon Walker Domes Ltd. ('GWD') represents Atlas Development Ltd. ('Atlas'), the registered owner of the 3.36 hectare (8.3 acre) property known municipally as 650 Beck Crescent, in the Town of Ajax (the 'subject site'). The subject site is generally located at the southeast corner of Chambers Drive and Beck Crescent. Phase 1 of the subject site is currently under construction for a permitted 6-storey, 120 room hotel and a 2-storey 3,859 m² (41,535 ft²) banquet hall.

On September 23, 2020, Atlas submitted its formal conversion request to the Region of Durham requesting that the Phase 2 Lands, representing only 0.69 hectares (1.71 acres) of the subject site be converted from 'Employment Areas' and 'Prestige Employment' to 'Living Areas' and a Mixed Use land use designation. Additional formal written input was subsequently submitted on behalf of Atlas on October 28, 2021 which provided additional further rationale in support of Atlas' employment area conversion request (Regional Submission ID No. CNR-20).

On February 11, 2021 Town of Ajax Council passed resolution in support of Atlas' employment area conversion request to permit non-employment uses, including residential, on the Phase 2 Lands in principle; subject to certain conditions being achieved through a future Regional Official Plan Amendment.

On November 26, 2021 Durham Region released a Staff Report #2021-P-25 entitled: "Envision Durham – Recommendations on Employment Area Conversion Requests (File: D12-01, OPA-2021-003)" (the "Recommendation Report"). Notwithstanding Town of Ajax Council's support in principle for the proposed employment area conversion request and Atlas' various submissions in support thereof, the Regional staff Recommendation Report recommends that the conversion request not be supported.

Regional staff's rationale for not recommending the Atlas's employment area conversion request and the support for this request rendered by Ajax Council has been outlined in Attachment 1 to the Recommendation Report.

GAGNON WALKER DOMES LTD.

21 Queen Street East, Suite 500 • Brampton ON Canada L6W 3P1 • P: 905-796-5790
3601 Highway 7 East, Suite 310 • Markham ON Canada L3R 0M3 • P: 905-477-6556
www.gwdplanners.com • Toll Free: 1-855-771-7266



On behalf of Atlas, we would like to further respond to the Regional staff's rationale, as follows:

1. Regional Staff Comment: Staff view the broader employment area as stable, largely built and occupied, and located strategically just off the Highway 401 interchange at Salem Road.

Atlas Response: Despite its proximity to Highway 401, the Phase 2 Lands are not characterized by strong visibility from both Salem Road or Highway 401 as a result of intervening land uses and the subject site's peripheral location. In addition, considering the relatively small size of the site (0.69 hectares/1.71 acres) it 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. Given the Phase 2 Lands' geometry and site area constraints, consideration for the retention of the Phase 2 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. For these reasons there is limited potential for industrial uses.

2. Regional Staff Comment: While other hotel and banquet hall facilities are located nearby, the most immediate surrounding land uses include more typical employment area uses such as distribution and logistics.

Response: We agree with Regional staff that hotel and banquet hall facilities and other service recreational uses form a large component of adjacent land uses along Beck Crescent, south of Chambers Drive. Remaining employment in the area includes three (3) other properties which are developed for warehousing/logistics and/or small scale industrial commercial warehousing. The subject site is one (1) of two (2) remaining vacant parcels with the Salem Road Employment Area, the other being located fronting Salem Road and the Highway 401 off-ramp approximately 300 metres away from the subject lands.

Notwithstanding, the subject site is also immediately adjacent to other sensitive land uses including a residential neighbourhood, public elementary school and a neighbourhood park located along Chamber Drive.

3. Regional Staff Comment: The conversion request could result in the encroachment/erosion of the broader Employment Area. The introduction of residential uses south of Chambers Drive would encroach into this Employment Area and could set a precedent for further encroachments south of Chambers Drive.

Response: The subject site is located at the northeastern edge of the northeast periphery of the Salem Road Employment Area and as such should be considered a "fringe" property. Our position on the Phase 2 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) that are not designated 'Employment Areas'.

As a result of its location at the north eastern fringe of the Employment Area and its contiguous adjacency with non-employment uses the conversion request will not fragment or adversely affect the overall viability of the broader Employment Area.



Further, existing uses within the immediate area include multiple hotel and convention centre uses, recreational commercial uses, a public elementary school, neighbourhood, a park, and open space/natural feature.

Final Comments

Atlas does not support the recommendations of the November 26, 2021 Recommendation Report which recommends that the Conversion Request for 650 Beck Crescent (CNR – 20) not be supported and respectfully requests that Regional Council support Atlas' employment area conversion request.

Regards,

Richard Domes
Principal Planner

C.C.: S. Ramaswamy/ S. Mahendran, Atlas Development Ltd.
M. Gagnon, Gagnon Walker Domes Ltd.
J. Kelly, Region of Durham
Envision Durham

From: Laura Williams [REDACTED]
Sent: December 6, 2021 12:22 PM
To: EnvisionDurham <EnvisionDurham@durham.ca>; Clerks <Clerks@durham.ca>
Subject: Envision Durham - Support for Land Conversion Request 06 - Nordeagle Developments Whitby

REF: Whitby Staff Report PL 71-21, Envision Durham Land Needs Assessment, South Whitby, Nordeagle

Hello,

I would to voice my support for this land conversion. I hope that Regional Council has the wisdom to support the Whitby Town Council motion to support this land conversion.

I'm only writing to regional council since I have seen Facebook posts encouraging people to write in opposing this application. As a Whitby resident for over 20 years, we don't see a lot of options for condo development and housing choices here in Whitby. I would like to see more Condo's built so I can have more options that will allow me to stay here in town and leave near my children. It just makes sense to build more condos down by the Go Station, the highway, the lake, etc. Please support this land conversion.

Thanks,

Laura Williams

From: Colleen Wagar [REDACTED]
Sent: December 6, 2021 12:43 PM
To: EnvisionDurham <EnvisionDurham@durham.ca>; Clerks <Clerks@durham.ca>
Subject: Envision Durham - Support for Land Conversion Whitby

Good Morning members of Regional Council,

Re: Request 06 - Nordeagle Developments Whitby

Please support the Town of Whitby council motion to convert the Nordeagle development land down on Victoria. We need more housing options and more condominiums here in Whitby. My children will never be able to afford to own a home here in town where I have lived my whole life with the current market prices. Durham housing prices rose 40% for a single-detached home in the last 12 months. We need more options. Development down by the Go Station and Highway makes the most sense.

Thanks,

Colleen Wagar

From: Michael Dominguez <durhamhome@rogers.com>

Sent: December 6, 2021 1:43 PM

To: Clerks <Clerks@durham.ca>; Steve Yamada <yamadas@whitby.ca>; Sterling Lee <sterling.lee@ajax.ca>; Rick Kerr <rkerr@oshawa.ca>; Gord Highet <ghighet@uxbridge.ca>; jneal@clarington.net; John Henry <John.Henry@durham.ca>; john.grant@whitby.ca; Dave Ryan <dryan@pickering.ca>

Subject: Regional Delegation

Good evening. My name is Michael Dominguez. I am a Whitby resident, realtor, and real estate investor focused on residential real estate throughout the Durham Region. I am also the author of the book, Armchair Real Estate Millionaire, which is available on Amazon.

I am speaking on behalf of the Town of Whitby Land Conversion Request CNR 06.

Here in the Durham Region, speculation is that by 2050, the population will see a growth of about 50% over what it is today. Even if that growth projection is too ambitious, trends have shown that the population should at minimum see a 25-30% increase in population during that timespan. The biggest threat against continued growth is the rising housing and rental prices. If people looking to enter this area can't find a place to live, they will look elsewhere when deciding where to settle and raise a family.

There are two ways for a community to grow. One is by densification within the current city limits. The other is by urban sprawl and would require the removal of green space at the edge of our community. This particular proposal is essentially a "no brainer" as it is not only located walking distance to the Whitby Go Station, but just minutes away from the 401. Not only that, but this parcel of land is pocketed across the major street from current single family homes.

Let's also remind everyone here that it is not like this development is going to feature the new "Whitby slums". These condos and townhomes will be priced at a point where investors will be unable to purchase them, rent them out, and experience positive cash flow. In fact, these homes will be allowing younger Canadians to enter into the housing market by owning their own place to live.

The reality is that growing cities are an evolving entity. What might have made sense 20 or 50 years ago may need to be modified as a town matures into a thriving city. In order to come close to meeting that kind of growth, we need to adjust zoning bylaws and encourage developers to build in our city.

Projects such as the one being proposed here today allows this to remain a livable city for so many more Canadians. This is why I'm speaking in support of the proposal today.

Michael Dominguez
ReMax Jazz Brokerage
Author of the book, Armchair Real Estate Millionaire
2019 REIN Investor Realtor of the Year.
www.doorstowealth.com