



The Regional Municipality of Durham

COUNCIL INFORMATION PACKAGE

October 28, 2016

Information Reports

[2016-INFO-33](#) Commissioner of Planning and Economic Development – re: Monitoring of Growth Trends

Early Release Reports

There are no Early Release Reports

Staff Correspondence

There is no Staff Correspondence

Durham Municipalities Correspondence

1. [Town of Whitby](#) – Report PL 95-16 regarding the Town of Whitby's Comments on Proposed Changes to the Provincial Land Use Plans.
2. [Town of Ajax](#) – Resolution passed at their Council meeting held on October 17, 2016, regarding Comments on the Province's Proposed Amendments to the Growth Plan for the Greater Golden Horseshoe and the Greenbelt Plan.
3. [Township of Uxbridge](#) – Resolution passed at their Council meeting held on October 17, 2016, regarding Co-ordinated Review of the Growth Plan, The Greenbelt Plan and The Oak Ridges Moraine Conservation Plan.

Other Municipalities Correspondence/Resolutions (For Information)

There are no Other Municipalities Correspondence/Resolutions

Miscellaneous Correspondence (For Information)

There are no Miscellaneous Correspondence

Advisory Committee Minutes (For Information)

1. Durham Region Transit Executive Committee (TEC) minutes – [September 29, 2016](#)
2. Durham Agricultural Advisory Committee (DAAC) minutes – [October 4, 2016](#)
3. Durham Environmental Advisory Committee (DEAC) minutes – [October 13, 2016](#)

Action Items from Council (For Information Only)

[Action Items](#) from Committee of the Whole and Regional Council meetings

Members of Council – Please advise the Regional Clerk at clerks@durham.ca by 9:00 AM on the Monday one week prior to the next regular Committee of the Whole meeting, if you wish to add an item from this CIP to the Committee of the Whole agenda.



The Regional Municipality of Durham Information Report

From: Commissioner of Planning and Economic Development
Report: #2016-INFO- 33
Date: October 26, 2016

Subject:

Monitoring of Growth Trends, File: D01-02-01

Recommendation:

Receive for information

Report:

1. Purpose

1.1 This report presents historical population and household data for the Region and the Area Municipalities for the 2011 to 2016 period. It also includes short-term forecasts for the 2016 to 2021 period. Information presented in this report is intended for use in various planning studies and programs as well as other Regional and agency initiatives.

2. Historical population and household estimates (2011-2016)

2.1 The population and household estimates presented in Attachment 1, are based on:

- Statistics Canada Census information for 2006 and 2011; and
- Canada Mortgage and Housing Corporation (CMHC) monthly housing completion data for non-Census years.

2.2 The semi-annual population estimates presented in Attachment 1, indicate that the Region's mid-year annual population growth increased by 5,285 persons from 2015 to 2016, which represents a growth rate of 0.8 per cent. Comparatively, the average annual population growth for the five-year period from 2011 to 2016 was

0.94 per cent.

- 2.3 The semi-annual household estimates presented in Attachment 1, indicate that the Region's mid-year annual household growth increased by 2,560 households from 2015 to 2016, which represents a growth rate of 1.13 per cent. Comparatively, the annual household growth for the five-year period from 2011 to 2016 was 1.24 per cent.

3. Short-term growth forecasts (2016-2021)

- 3.1 The short-term growth forecasts for population and households (refer to Attachment 2) are based on:
- housing production estimates provided by the area municipalities;
 - an analysis of past trends; and
 - estimates of the timing and anticipated annual housing occupancy across the Region.
- 3.2 The forecasts make no allowances for unpredictable factors such as changes in economic conditions affecting residential growth (e.g. significant increases in mortgage rates, building trade strikes, etc.).
- 3.3 The short-term forecasts indicate that Durham's current population is expected to increase from 663,460 (2016) to 747,200 in 2021 (refer to Attachment 2). This represents an average annual growth rate of 2.41 per cent between 2016 and 2021.
- 3.4 Similarly, the current number of households in Durham is expected to increase from 227,370 (2016) to approximately 259,550 in 2021 (refer to Attachment 2). This represents an average annual growth rate of 2.68 per cent between 2016 and 2021.
- 3.5 These forecasts assume an increased rate of growth in Pickering towards the end of the period, adding approximately 8,000 households and 22,000 people in the last 3 years of the forecast as the Seaton community develops.

4. Conclusion

- 4.1 Regional Council will continue to be kept apprised of emerging population and household data and trends through regular updates of this information.

4.2 A copy of this report will be forwarded to the Area Municipalities, the Durham Regional Police Services, the Local Health Integration Network and the School Boards in Durham.

5. Attachments

Attachment #1: Semi-annual Household Estimates, 2011-2016 and Semi-annual Population Estimates, 2011-2016.

Attachment #2: Short-term Household Forecast, 2016-2021 and Short-term Population Forecast, 2016-2021.

Respectfully submitted,

Original signed by

B.E. Bridgeman, MCIP, RPP
Commissioner of Planning and
Economic Development

Semi-annual Household Estimates, 2011-2016 (May and December)

Year	Ajax	Brock	Clarington	Oshawa	Pickering	Scugog	Uxbridge	Whitby	DURHAM
2011 (Dec)	35,295	4,340	30,305	59,210	29,420	8,005	7,375	41,455	215,410
2012 (May)	35,530	4,345	30,490	59,390	29,665	8,005	7,390	41,765	216,580
(Dec)	36,065	4,350	31,010	59,625	30,110	8,015	7,420	42,090	218,690
2013 (May)	36,310	4,355	31,175	59,830	30,235	8,020	7,430	42,295	219,660
(Dec)	36,660	4,360	31,585	60,295	30,465	8,030	7,450	42,525	221,380
2014 (May)	36,835	4,365	31,725	60,435	30,505	8,040	7,470	42,640	222,020
(Dec)	37,245	4,370	32,165	60,865	30,710	8,055	7,505	42,890	223,805
2015 (May)	37,570	4,375	32,365	61,125	30,840	8,065	7,515	42,960	224,810
(Dec)	37,835	4,375	32,620	61,570	30,980	8,075	7,565	43,095	226,115
2016 (May)	37,950	4,385	32,880	62,105	31,095	8,090	7,590	43,280	227,370

Sources: Statistics Canada (May 2006 and 2011).
CMHC monthly housing completions data.
Durham Region Planning and Economic Development Department.

Note: "May" denotes end of May; "Dec" denotes end of December (Year End).

Semi-annual Population Estimates, 2011-2016 (May and December)

Year	Ajax	Brock	Clarington	Oshawa	Pickering	Scugog	Uxbridge	Whitby	DURHAM
2011 (Dec)	114,830	11,780	89,030	156,610	92,340	22,510	21,510	128,310	636,915
2012 (May)	115,505	11,760	89,410	156,905	92,880	22,475	21,510	129,205	639,655
(Dec)	117,120	11,730	90,680	157,290	93,955	22,445	21,545	130,145	644,910
2013 (May)	117,835	11,715	90,990	157,650	94,120	22,415	21,540	130,720	646,985
(Dec)	118,860	11,685	91,930	158,625	94,510	22,380	21,550	131,360	650,895
2014 (May)	119,330	11,665	92,150	158,815	94,400	22,365	21,570	131,650	651,945
(Dec)	120,540	11,635	93,170	159,690	94,700	22,345	21,610	132,345	656,040
2015 (May)	121,505	11,610	93,570	160,190	94,860	22,325	21,600	132,510	658,175
(Dec)	122,235	11,580	94,035	161,100	94,970	22,295	21,695	132,845	660,755
2016 (May)	122,510	11,565	94,595	162,315	95,085	22,305	21,720	133,360	663,460

Source: Statistics Canada (Including Annual Demographic Statistics - May 2006 and 2011).
CMHC monthly housing completions data.
Durham Region Planning and Economic Development Department.

Note: "May" denotes end of May; "Dec" denotes end of December (Year End).

Short-term Household Forecast, 2016-2021 (May and December)

Year	Ajax	Brock	Clarington	Oshawa	Pickering	Scugog	Uxbridge	Whitby	DURHAM
2016 (Dec)	38,590	4,460	33,540	62,280	31,370	8,090	7,630	43,750	229,690
2017 (May)	39,010	4,490	33,880	62,640	31,550	8,140	7,640	44,110	231,450
(Dec)	39,760	4,540	34,480	63,270	31,880	8,230	7,680	44,750	234,570
2018 (May)	40,210	4,570	34,830	63,670	32,790	8,310	7,690	45,110	237,180
(Dec)	41,020	4,620	35,440	64,380	34,430	8,450	7,730	45,750	241,800
2019 (May)	41,420	4,640	35,790	64,840	35,350	8,570	7,740	46,110	244,450
(Dec)	42,150	4,670	36,420	65,650	36,990	8,770	7,780	46,750	249,170
2020 (May)	42,690	4,690	36,770	66,110	37,930	8,840	7,790	47,110	251,930
(Dec)	43,660	4,720	37,410	66,910	39,610	8,960	7,830	47,750	256,830
2021 (May)	44,060	4,740	37,770	67,360	40,680	9,000	7,840	48,110	259,550

Source: Durham Region Planning Division.

Notes:

1. Based on estimates provided by the area municipalities, and an analysis of past trends; anticipated servicing or land constraints; and estimates concerning the proposed Seaton community.
2. The short-term forecasts presented herein are based on the most recently available development information and a specific methodology suited for short-term forecasts, and may vary from the longer-term forecasts presented in the Regional Official Plan.
3. Household forecasts are rounded to the nearest 10.

Short-term Population Forecast, 2016-2021 (May and December)

Year	Ajax	Brock	Clarington	Oshawa	Pickering	Scugog	Uxbridge	Whitby	DURHAM
2016 (Dec)	124,400	11,700	96,200	162,500	95,600	22,200	21,800	134,700	669,200
2017 (May)	125,700	11,800	97,000	163,300	95,900	22,300	21,800	135,800	673,500
(Dec)	128,000	11,900	98,500	164,700	96,500	22,500	21,800	137,600	681,500
2018 (May)	129,400	11,900	99,200	165,500	99,100	22,700	21,800	138,700	688,300
(Dec)	131,800	12,000	100,700	167,100	103,600	23,000	21,900	140,600	700,700
2019 (May)	133,000	12,000	101,500	168,100	106,100	23,300	21,900	141,600	707,600
(Dec)	135,200	12,000	103,000	169,900	110,700	23,800	21,900	143,500	720,000
2020 (May)	136,900	12,100	103,800	170,900	113,200	23,900	21,900	144,600	727,200
(Dec)	139,800	12,100	105,300	172,700	117,800	24,200	22,000	146,400	740,200
2021 (May)	141,000	12,100	106,100	173,700	120,700	24,200	22,000	147,500	747,200

Source: Durham Region Planning Division.

Notes:

1. Based on estimates provided by the area municipalities, and an analysis of: past trends; anticipated servicing or land constraints; and estimates concerning the proposed Seaton community.
2. The short-term forecasts presented herein are based on the most recently available development information and a specific methodology suited for short-term forecasts, and may vary from the longer-term forecasts presented in the Regional Official Plan.
3. Population forecasts are rounded to the nearest 100.



Town of Whitby Report

Report to: Planning and Development Committee
Date of meeting: September 26, 2016
Department: Planning and Development Department
Report Number: PL 95-16
File Number(s): Not applicable.

Report Title: Town of Whitby Comments on Proposed Changes to the Provincial Land Use Plans

1. Recommendation:

- 1. That Planning Report PL 95-16 be received for information;**
- 2. That Council endorse Report PL 95-16 as the Town's comments regarding the Province's Co-ordinated Review of Provincial Plans;**
- 3. That the Province be requested to delay finalization of the changes to the Growth Plan, pending further consultation with Regional and area municipalities and other stakeholders on key matters such as intensification and greenfield targets, prime employment areas, transition provisions and implications for significant ongoing Official Plan reviews and conformity exercises; as well as to prepare, in consultation with Regional and area municipalities and other stakeholders, the necessary implementation tools, including a standard methodology for land needs assessment and performance indicators;**
- 4. That, if the Province proceeds with finalization of the changes to the Growth Plan without further consultation, the following specific recommendations, as detailed in Section 5 of Report PL 95-16, be addressed:**
 - a) That the Province provide transition provisions for implementation of the Provincial plan changes through a municipal comprehensive review or conformity exercise, at the Regional and subsequently area municipal levels, and that the current provisions continue to apply until that time in order to enable ongoing Official Plan reviews and**

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Report number: PL 95-16

other major planning initiatives to conclude under the current Provincial plan requirements;

- b) That intended Provincial initiatives, such as the preparation of a standard methodology for land needs assessment and Provincial mapping, be undertaken prior to requiring conformity with the Growth Plan;**
- c) That the current intensification target of 40% be maintained, at least for the outer areas of the GTA including Durham Region;**
- d) That the current greenfield density target of 50 people and jobs per hectare be maintained, at least for the outer areas of the GTA including Durham Region;**
- e) That the Province provide funding assistance to municipalities to assess and upgrade infrastructure, and support life cycle costing of infrastructure, in order to support growth;**
- f) That the reference to “stops” be removed from the definition of Major Transit Station Area;**
- g) That the prime employment area category of employment areas not be introduced and that the range of suitable employment uses be left to the Regional and area municipalities to determine;**
- h) That the preparation of a land needs methodology by the Province include consultation with Regional and area municipalities;**
- i) That the Province not pursue initiatives to map the natural heritage system outside of the Greenbelt and to map the agricultural system given that this work is an unnecessary duplication of work already undertaken at the Regional and local levels;**
- j) That greater clarity be provided on the expectations for climate change policies and a better alignment with the Climate Change Action Plan;**
- k) That the Province undertake an open, transparent process for refining the Greenbelt boundary which includes consultation with municipalities in order to achieve a rational, supportable boundary; and**
- l) That clarification be provided on certain proposed changes to the Greenbelt Plan, particularly with respect to new and expanded agricultural, agriculture-related and on-farm diversified uses, and to provide clearer policy direction regarding permissions for uses serving the urban area to be located within the Greenbelt Plan area (eg. stormwater management ponds).**

5. That the Clerk forward a copy of Report PL 95-16 and a copy of Council's resolution to the Ministry of Municipal Affairs and Housing, Region of Durham and Durham area municipalities.

2. Executive Summary:

On May 10, 2016, the Province released proposed changes to the four Provincial plans as part of its coordinated review of the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan (ORMCP), and the Niagara Escarpment Plan.

Public comments are being sought regarding proposed changes to the four Provincial plans until October 31, 2016.

The purpose of this report is to provide a brief overview of the changes proposed to the Provincial plans and to seek Council endorsement of staff comments to be submitted to the Ministry of Municipal Affairs and Housing for its consideration prior to finalizing the Growth Plan, Greenbelt Plan and the Oak Ridges Moraine Conservation Plan.

3. Origin:

The Province is undertaking a Coordinated Review of its four land use plans (Growth Plan for Greater Golden Horseshoe, Greenbelt Plan, Oak Ridges Moraine Conservation Plan, and Niagara Escarpment Plan) and has released draft plans for comment until October 31, 2016.

4. Background:

4.1 Coordinated Review

The Province's Co-ordinated Review of Provincial land use plans is being conducted in two phases. Phase One, launched on February 27, 2015, involved the release of a discussion paper, which provided an overview of the Province's four plans, as well as presented the following six key themes along with a series of questions to guide discussions around the plans:

- Protecting agricultural land, water and natural areas;
- Keeping people and goods moving and building cost-effective infrastructure
- Fostering healthy, livable, and inclusive communities;
- Building communities that attract workers and create jobs;
- Addressing climate change and building resilient communities; and
- Improving implementation and better aligning the plans

Report PL 45-15 was considered by Council in May 2015 and forwarded to the Province as the Town's comments on the above theme areas.

Phase Two of the Co-ordinated Review involves review and comment on proposed changes to the plans. The Province has indicated that the review is expected to be completed and the plans finalized in late 2016/early 2017.

4.2 Provincial Land Use Plans

The Province's four land use plans – the Growth Plan for the Greater Golden Horseshoe; the Greenbelt Plan; the Oak Ridges Moraine Conservation Plan; and the Niagara Escarpment Plan – provide a regional policy framework for managing growth, protecting agricultural lands and the natural environment, and supporting economic development, as well as ensuring the development of compact, complete, and vibrant communities, the efficient use of infrastructure and transit investments, and the reduction of greenhouse gas emissions.

In Whitby, the Growth Plan, Greenbelt Plan and Oak Ridges Moraine Conservation Plan are applicable. Attachment #1 shows where the respective Provincial plans apply within the Town of Whitby.

4.2.1 Places to Grow: Growth Plan for the Greater Golden Horseshoe

In June 2006, the Province introduced the Growth Plan for the Greater Golden Horseshoe. The Growth Plan sets out a land use planning policy framework for managing growth and development, using land and resources more efficiently, directing growth to established urban areas through intensification, and long term protection of employment lands.

The *Places to Grow Act, 2005* requires a review of the Growth Plan ten years after its approval to determine whether any revisions are needed.

In 2009, the Region adopted Regional Official Plan Amendment (ROPA) 128, which was approved by the Ontario Municipal Board on January 9, 2013, and implements the Province's Growth Plan.

In 2010, Whitby Council adopted Official Plan Amendment (OPA) 90 to the Whitby Official Plan to bring the Town of Whitby Official Plan into conformity with the Growth Plan and Regional Official Plan, as amended by ROPA 128. OPA 90 was approved by the Ontario Municipal Board in May 2016.

4.2.2 The Greenbelt Plan

In February, 2005, the Province introduced the Greenbelt Plan. The Greenbelt Plan includes almost 800,000 hectares (2 million acres) of land, including the Niagara Escarpment and the Oak Ridges Moraine. The Greenbelt Plan seeks to protect and support agriculture as the predominant land use, prevent agricultural land fragmentation, protect key natural heritage and hydrologically sensitive features and functions, and provide a range of complementary rural uses, including recreation and tourism, to support the rural economy.

The Greenbelt Act, 2005 requires a review of the Greenbelt Plan ten years after its approval (in conjunction with the Oak Ridges Moraine Conservation Plan and

the Niagara Escarpment Plan) to determine whether there is a need for revisions to the Plans.

In 2006, the Region adopted ROPA 114 which implemented the Greenbelt Plan. Whitby's Official Plan Review will include amendments to bring the Official Plan into conformity with the Greenbelt Plan and ROPA 114.

In early 2014, Town of Whitby Planning and Development staff participated in the Region of Durham's Greenbelt Plan Review exercise in anticipation of the 2015 Provincial plans review. The Region of Durham provided comments to the Province through general directions and key recommendations related to the update of Greenbelt Plan and Oak Ridges Moraine Conservation Plan.

4.2.3 The Oak Ridges Moraine Conservation Plan

In November 2001, the Province introduced the Oak Ridges Moraine Conservation Plan. The ORMCP was established to protect the extensive Oak Ridges Moraine landform feature, by creating policies that protect the key natural heritage and hydrologically sensitive features and functions of the Moraine; direct development to rural settlement areas; and protect agricultural land.

The ORMCP is to be reviewed every 10 years to determine whether any revisions should be made.

In 2003, the Region of Durham amended its Official Plan through ROPAs 89 and 90 to bring it into conformity with the ORMCP.

In 2004, the Town brought the Whitby Official Plan into conformity with the ORMCP through the Oak Ridges Moraine Secondary Plan (OPA 48); followed by ORM Zoning By-Law (5581-05), in 2005.

5. Discussion/Options:

The Provincial land use plans provide a framework to manage the long-term growth of the Greater Golden Horseshoe with healthy and complete communities, while also protecting natural heritage features and functions and the agricultural land base. The coordinated review provides an opportunity to better align the visions, goals and policies and to provide consistency across the plans, as well as to address new Provincial priorities. To a large extent this was accomplished by:

- Ensuring consistent terminology and definitions, particularly in accordance with the 2014 Provincial Policy Statement (PPS), eg. agriculture-related uses, on-farm diversified uses;
- Extending natural heritage system and agricultural protection policies for rural lands outside the Greenbelt boundary similar to those within the Greenbelt Plan area;
- Addressing climate change by requiring the preparation of watershed and stormwater management planning and encouraging low impact development techniques and policies requiring municipalities to assess infrastructure vulnerability in urban and settlement areas;

- Encouraging public services to be integrated and co-located in community hubs;
- Emphasizing the need for consultation with First Nations and Metis communities, particularly with respect to cultural heritage planning;
- Increasing the importance of coordinated and integrated planning and decision-making, particularly with respect to infrastructure and the long-term protection of infrastructure corridors;
- Encouraging consideration of the potential for trespass in rural areas during the planning of parkland, open space and trails; and
- Introducing new policies on excess soil or fill, encouraging the development of soil re-use strategies and best management practices for excess soil and fill.

There have been some significant changes to the plans which are described in the sections below, along with specific staff comments for Council's endorsement to be provided to the Province as the Town's submission on the proposed Provincial Plan changes.

Attachment #1 shows the lands in Whitby that are affected by the Provincial Land Use Plans, with changes proposed as described in the sections below.

5.1 Comments on Draft Provincial Growth Plan for the Greater Golden Horseshoe

The following are the highlights of the proposed changes to the Growth Plan:

- **Intensification target** – The current intensification target of 40% is proposed to be increased to 60%; i.e. a minimum of 60% of all annual residential development within the Region of Durham would need to occur within the built-up area as defined by the built boundary. This is to be implemented at the time of the next municipal comprehensive review.
- **Major transit station densities** – Major transit stations would be required to be planned to achieve, by 2041 or earlier, a minimum gross density target of 150 residents and jobs combined per hectare for those served by express rail on the Go Transit network (eg. Whitby GO Station site) and a density of 160 residents and jobs combined per hectare for those served by bus rapid transit.
- **Greenfield density targets** – The Province proposes that the designated greenfield area of upper tier or single tier municipalities (eg. urban areas outside the built boundary in Durham Region) be planned to achieve a minimum density target of 80 residents and jobs per hectare, an increase from the current 50 residents and jobs per hectare. (Excluded from this calculation would be natural heritage systems, floodplains, rights of way for electricity transmission, energy transmission pipelines, freeway and railways, and prime employment areas.)

- **Prime employment areas** – The Province proposes that “prime employment areas” be identified in Official Plans which are lands adjacent to or in the vicinity of major goods movement facilities and corridors that would permit uses that are land extensive or have low employment densities. Such uses include manufacturing, warehousing and logistics. Prime employment areas would not permit residential and other sensitive land uses, institutional uses and retail, commercial and office uses that are not ancillary to the primary employment uses. Conversion of such areas to non-employment uses would be prohibited.
- **Methodology for land allocations** – The Province indicates that it intends to establish a standardized methodology for the assessment of land needs to accommodate forecasted growth.
- **Natural heritage system policies** – The Province proposes to extend Greenbelt-type natural heritage system policies to lands that are not in the Greenbelt.
- **Provincial Natural Heritage System and agricultural system identification** – The Province proposes to map a natural heritage system and identify an agricultural system which municipalities are to reflect in their official plans.
- **Climate change** – The Province proposes policies which require official plans to include policies on climate change and encouraging the preparation of climate change strategies and greenhouse gas inventories.
- **Infrastructure Planning** – The Province proposes policies to require that infrastructure planning be coordinated and integrated with land use planning, including the consideration of life cycle costs of infrastructure.

The extent and complexity of the proposed changes to the Growth Plan warrant further consultation and the consideration of alternative approaches prior to finalization of a revised Growth Plan. This is discussed in Section 8. The following sections provide staff comments on key matters to be considered as input to the Province on the proposed changes to the Growth Plan.

5.1.1 Intensification Target

The current intensification target of 40% in the Growth Plan was to be achieved by 2015 – only a year ago. It is premature to increase this target by half again (from 40% to 60%) when many municipalities are still attempting to reach the 40% target. Furthermore, the Province is not proposing to change the built boundary from the line that was drawn in 2006 as representing the extent of the built-up area at that time. The review of the Growth Plan provides an opportunity to reassess the delineation of the built boundary which affects not only the area in which intensification is expected to occur, but also the area in which greenfield densities are to be achieved, as described below.

Whitby’s intensification target as allocated by the Region is 45%, meaning that Whitby is to achieve 45% of new residential units in the built boundary on an annual basis. While Whitby has been successful at meeting and exceeding the

target in most years since the Growth Plan came into effect, there are factors that have contributed to this success which may not be present in the future:

- The available residential land supply was constrained for many years due to the appeals of ROPA 128, which in turn held up the approval of OPA 90 (Growth Plan conformity and urban area expansions) and OPA 91 (West Whitby Secondary Plan). This meant that the majority of residential permits issued were for developments that could proceed without an urban area expansion – primarily within the built boundary. With the final approval of ROPA 128, and later OPA 90 and OPA 91, the West Whitby lands are now undergoing approvals of plans of subdivision. All of these plans are considered greenfield development. Furthermore, the Brooklin Secondary Plan is presently underway. The majority of new development to come in the Brooklin area will likewise be considered greenfield development. Future building permits in these areas will “tip the balance” away from intensification.
- At the time the built boundary was drawn by the Province, it included some lands with approved new subdivisions. Therefore, as building permits were issued for new lots in these subdivisions, they were actually contributing toward meeting the intensification allocation. In fact, approximately 68% of new units created in the built boundary from June 2006 to the end of 2015 were the completion of plans of subdivision, in a predominantly low density building form, as opposed to redevelopment and infill at higher densities. Most of these lots have now been built and there will be limited development of this kind in the current built boundary to contribute to achieving the intensification target.

Planning staff supports the intensification emphasis in the current Growth Plan and previous analysis demonstrates that the theoretical potential capacity exists to achieve a large number of units within the built boundary, exceeding the allocation of 11,963 units by the Region through ROPA 128. However, market forces, while changing, may take some time to create the conditions necessary for the full implementation of intensification opportunities.

Furthermore, the creation of balanced and complete communities requires more than the intensification of residential development. There is a need to ensure that the physical infrastructure and community infrastructure will be available to support the level of intensification intended by the Province. The Province could do more to encourage the implementation of second residential units which enable intensification to occur within existing buildings, utilizing existing infrastructure and without community impact.

It is the opinion of staff that the current intensification target of 40% should be maintained, at least for the outer areas of the GTA. In addition, the Province should provide assistance to municipalities (Regional and local) to assess the ability of existing infrastructure and help fund required upgrades in order to more properly direct growth to areas where intensification is intended to occur.

5.1.2 Major Transit Station Densities

The identification of specific density targets for major transit station areas is new in the Growth Plan. Currently, major transit station areas are to be planned to achieve “increased residential and employment densities that support and ensure the viability of existing and planned transit service levels”. The Region’s Official Plan directs area municipalities to provide for “complementary higher density and mixed uses at an appropriate scale and context” in accordance with the Central Area density targets.

The proposed density target of 150 people and jobs per hectare for the Whitby GO Station area is consistent with the densities planned to be achieved on this site through the recent update to the Port Whitby Secondary Plan.

In the case of the proposed density level of 160 residents and jobs combined per hectare for Major Transit Station Areas served by bus rapid transit, it is unclear how this policy direction would apply to the bus rapid transit corridor along Dundas Street in Whitby. The definition of Major Transit Station Area includes stops, so this would suggest that a density level of 160 residents and jobs combined per hectare would be required around every transit stop along the bus rapid transit route. This will be difficult to achieve due to the lower density of existing development and the lack of sufficient market to support the densities that would be needed. The reference to “stops” should be removed from the definition of Major Transit Station Area.

5.1.3 Greenfield Density Targets

The current Growth Plan greenfield density target is 50 people and jobs per hectare. The Town planned the West Whitby Secondary Plan to ensure that it would achieve at least 50 people and jobs per hectare when fully built out. This is the approach being used as well with the Brooklin Secondary Plan. Requiring a minimum overall density target of 50 people and jobs per hectare has meant that greater amounts of medium and high density residential development are required in these areas than has generally occurred in the past in Whitby.

The Province is now proposing that the minimum greenfield density be increased to 80 people and jobs per hectare. The Province has not provided any basis or rationale for the proposed increase in density targets. There has been no presentation of analysis demonstrating the need to increase the targets beyond the current levels or the ability of infrastructure to support the intended targets.

An increase of this density to 80 people and jobs per hectare is not supportable for the following reasons:

- there is not a sufficient market for this level of density in Whitby to make implementation realistic or viable;
- there may be insufficient infrastructure (eg. roads, transit) to support such density levels in greenfield areas;

- achieving balanced and complete communities is jeopardized in that a range of dwelling types and densities as well as supporting community and commercial uses, and community infrastructure, are needed.

Furthermore, the 80 people and jobs per hectare target applies across the entire greenfield area for each upper tier municipality, which was established in 2006 when the built boundary was drawn. Large portions of the greenfield area have already been built, or planned, since 2006 at a density level at or below 50 people and jobs per hectare. In order to achieve an overall density across the greenfield area of 80 people and jobs per hectare, new development would need to actually achieve a density in excess of 100 people and jobs per hectare to compensate for those areas at a lower density. If the Province intends to maintain the 80 people and jobs per hectare target, it should apply only to greenfield lands that have not yet been planned.

The Province's approach to managing growth applies the same policy targets to all municipalities throughout the Greater Golden Horseshoe, with the exception of the Outer Ring municipalities. Specifically, the increase of the minimum greenfield density target to 80 people and jobs per hectare reflects a "one size fits all" approach to planning which expects that all of the Inner Ring municipalities (Regions of Durham, Halton, Peel and York and cities of Toronto and Hamilton) can or should achieve the same density levels.

There needs to be some consideration for variable targets that consider the range of locational attributes and market forces that would enable the achievement of such densities outside of Toronto. The Province should maintain the current Growth Plan targets for at least certain Inner Ring municipalities, such as Durham Region, to provide time for such areas to evolve to a denser built form as market conditions adjust.

Staff consider that the approach of measuring people and jobs together as a density target is problematic and difficult to monitor for implementation purposes. In particular, assumptions regarding jobs are difficult due to the wide range of possible employers, and hence employment densities, that might be realized when an area is built out. The Province should consider separating these factors and using more readily available measures – for example using floorspace for measuring employment growth and number of dwelling units for population growth.

There is no transition period proposed for the implementation of the greenfield density requirement. Given that the achievement of the greenfield density target is assessed at a Regional level, the Region will need to undertake an analysis to determine how best to achieve the target and provide direction to area municipalities on implementation through such measures as minimum density levels for new development in selected greenfield areas. Accordingly, it is unclear how this target can be applied at the local level until the completion of a conformity exercise by the Region. The Province needs to provide for a transition provision similar to that proposed for the intensification target – i.e. at the next

municipal comprehensive review and the existing target of 50 people and jobs per hectare should continue to apply until this occurs.

5.1.4 Prime Employment Areas

The Province proposes the introduction of a new classification for employment areas – prime employment areas. Given that prime employment areas are intended to be those lands adjacent to, or in the vicinity of, major goods movement facilities and corridors, it can be expected that some of the new employment lands along Highways 412 and 407 could be identified as such. This would mean that these employment lands would be ear-marked for uses that are land extensive or have low employment densities and require highway locations, such as manufacturing, warehousing and logistics. Once designated as prime employment areas, residential uses, sensitive land uses, institutional uses, and commercial and office uses (unless ancillary to a primary employment use) would not be permitted and conversion to non-employment uses would be prohibited.

Whitby has typically designated Prestige Industrial areas in highly visible and accessible locations along 400 series highways. Prestige Industrial uses include light industrial uses, professional, corporate and industrial oriented office buildings, data processing centres, commercial or technical schools, research and development facilities, commercial uses serving the industrial area and community and recreational uses, hotels, motels and automobile sales dealerships, some of which would require a site-specific zoning by-law amendment. Most of these uses would not be permitted in prime employment areas.

In contrast, General Industrial areas in the Whitby Official Plan permit uses such as manufacturing, processing, assembly, servicing, storing of goods and raw materials and warehousing. These uses, typically located away from visible highway locations, appear to be the types of uses that the Province wants to permit along major highways.

While restrictions on the types of uses permitted in employment areas is supported (eg. limiting retail uses), Planning staff doesn't support the Province dictating the specific types of employment uses that can be permitted on employment lands. In particular, staff does not support the restriction on office uses in prime employment areas to only those ancillary to a primary use, or to the restriction of institutional uses. The range and types of employment uses should be left to the Region and area municipalities to determine through their official plans and reflecting local economies.

In addition, the term "prime" when referring to employment areas characterized by low intensity, low employment uses, is misleading since "prime employment areas" is generally understood to refer to higher intensity and higher profile uses like business parks and major office uses. A different term should be used by the Province in protecting this sector of employment uses, if it is deemed necessary to distinguish these uses at all in the Growth Plan.

5.1.5 Methodology for Land Needs

The Province indicates that it will develop a standard methodology for assessing land needs and will require the use of this methodology by municipalities, for example in determining the need for urban area expansions.

Planning staff agree that a standard methodology would be helpful however, the development of this methodology must be done in consultation with the Regional and local municipalities who will be required to implement it.

Also, given that the application of such a methodology would be critical to a municipal comprehensive review and the implementation of intensification and greenfield density targets, conformity to the new Growth Plan should not be required until the necessary tools are in place.

5.1.6 Natural Heritage System Policies

The proposed Growth Plan changes would generally apply Greenbelt level natural heritage system and water resource policies to rural lands outside of the Greenbelt Plan area. Planning staff support this approach since it is also proposed through the Official Plan Review. Using a single approach to defining the natural heritage system makes understanding and implementation simpler.

5.1.7 Provincial Natural Heritage System and Agricultural System Identification

The proposed changes to the Growth Plan indicates that official plans must incorporate a natural heritage system as mapped by the Province, outside of the Greenbelt and settlement areas, and also that the Province will identify the agricultural system for the Greater Golden Horseshoe. There is no information provided as to why these initiatives are considered necessary or what is currently lacking in the protection of the natural heritage system and agricultural sector.

Municipalities in the Greater Golden Horseshoe area have already identified natural heritage systems in their official plans. Watershed plans exist for much of these areas. Municipalities and conservation authorities have access to the Provincial Land Information Ontario (LIO) database and have done their own local inventories and assessments in order to delineate natural heritage systems. Whitby has undertaken a comprehensive exercise including retaining a consultant to map a natural heritage system and consultation with CLOCA to prepare an updated environmental schedule for the Official Plan review. While the proposed policy indicates that a municipality may refine the boundaries of the natural heritage system in a manner that is consistent with the Growth Plan and upper-tier official plan, it would seem unnecessary for the Province to duplicate work that has been done at the lower level.

According to the proposed definitions, an agricultural system includes an agricultural land base comprised of prime agricultural areas and rural lands as well as an agricultural support network which includes infrastructure, services and

agri-food assets important to the viability of the sector. The first part of this definition is already addressed through mapping in upper tier and local municipal official plans so it is not necessary for the Province to duplicate work already done. It is unclear what the Province means by “identify the agricultural system” and how this would apply to the agricultural support network, the second part of this definition.

5.1.8 Climate Change

Staff welcome the changes to the Provincial land use plans to include climate change, since the way we plan our communities directly and indirectly impacts greenhouse gas emissions and energy use, and therefore there is the opportunity to both mitigate and adapt to the effects of climate change.

However, municipalities require more details on what the Provincial expectations are for including policies related to climate change in their Official Plans. More definitive policy direction would be of assistance. Also, will these be required in other municipal plans, such as transportation plans, asset management plans, growth plans, infrastructure plans, etc.?

Furthermore, municipalities need to have a better understanding of what the expectations are in terms of developing net zero communities. The definition for net zero communities is quite vague. More details are required to better understand the expectation of setting a goal of achieving net zero communities. There appears to be a disconnect between the Climate Change Action Plan (CCAP) and the Provincial land use plans. While the actions of the CCAP will help lead the way to net zero communities through provisions for net zero housing and buildings, there is no definition or definitive vision of what a net zero community will be and exactly how we will achieve that goal. There is a need for more consistency between the language and an alignment of goals in the CCAP and the Provincial land use plans, particularly in terms of municipal requirements and expectations.

Some additional comments with respect to climate change:

- What are the Province’s climate change adaptation objectives? The Growth Plan references resilience, but there is little in the way of detail in terms of what it will mean to be resilient.
- The words “adaptation” and “mitigation” are used quite freely in the documents. The Province may want to consider adding them as definitions to the plans.
- There is a great deal of discussion around climate change mitigation, but adaptation is going to be a complicated and expensive reality for many municipalities. How is the Province planning on dealing with municipalities’ ability to adapt to climate change through the implementation of these plans?

- Many of the additional studies required for development and site alteration are intended to include requirements to address climate change. However, there are no criteria for identifying how that is to be evaluated by municipalities.

5.1.9 Infrastructure Planning

Town staff support the inclusion of policy direction to identify full life cycle costs of infrastructure to service growth. The Province should also identify funding tools to assist municipalities in ensuring that assets remain in good working order and remain financially sustainable.

5.2 Comments on Draft Greenbelt Plan

The following are the highlights of the proposed changes to the Greenbelt Plan:

- Revised policies to allow upper or single-tier municipalities to consider expansion of settlement area boundaries as part of a Municipal Comprehensive Review under the Growth Plan and removal of the policy allowing minor rounding out of Hamlet boundaries at the time of municipal conformity;
- An updated definition of the Agricultural System to include an 'Agricultural Support Network' component which is comprised of infrastructure, services, and assets that support the viability of the agri-food sector and the inclusion of policies encouraging municipalities to implement strategies and approaches to enhance the Agricultural System;
- Enhanced permissions for on-farm diversified uses and agriculture-related uses including the exemption of these uses from the requirement to undertake a natural heritage or hydrologic study, subject to criteria.
- New policies ensuring land use compatibility where agricultural and non-agricultural uses (including agriculture-related and on-farm diversified uses) interface, including the requirement or recommendation that an Agricultural Impact Assessment be undertaken;
- New policies for 'key hydrologic areas' (significant groundwater recharge areas, highly vulnerable aquifers, and significant surface water contribution areas) requiring municipalities to identify and protect these areas through watershed planning and ensuring criteria is met where major development is proposed within these areas;
- New policies to support Growing the Greenbelt enabling the Province to undertake a process to identify further areas for inclusion in the Greenbelt and a policy outlining that the Province will consider requests from municipalities to grow the Greenbelt Protected Countryside and/or Urban River Valley Designations.
- Expansion of the Greenbelt to include external connections as Urban River Valley Areas (including Lynde Creek in Whitby) and indicating that publicly

owned lands within the Urban River Valley areas would be subject to the new proposed policies for Urban River Valleys; and

- Monitoring and performance measures policies are proposed to be amended to place more responsibility on municipalities for monitoring and reporting on the implementation of the Greenbelt Plan.

The staff comments in the sections below are provided as input to the Province on the proposed changes to the Greenbelt Plan.

5.2.1 Greenbelt Boundary Refinements

Portions of the current Greenbelt Plan boundary do not seem to follow any specific features or property lines. Town staff provided comments on the original draft Greenbelt Plan regarding revisions to boundaries to address what seem to be arbitrary inclusions of certain lands where there are no features or buffers. The Department has received copies of submissions to the Province that seek refinements of the boundaries. The Province should provide rationalization on how the boundary was established, as well as establish a process to refine/adjust the boundary at the local level on the basis of “ground-truthing”, and more detailed information at the local level.

The Province has responded by undertaking a technical review of the Greenbelt boundary, however, this has not been well publicized. The advisory panel has recommended that most site specific issues be addressed through proposed changes to the policies, for example by allowing greater flexibility in the types of uses allowed on farms in the Greenbelt, rather than adjusting the Greenbelt Plan boundary. The Province only appears to be looking into adjustments to the boundary of the Greenbelt Plan where there were matters already in a planning process prior to the Greenbelt Plan coming into effect.

Staff has concerns with this approach as it does not appear to be transparent, lacks adequate communication, and is primarily reactionary in response to only a limited number of submissions received. Therefore, other requests are not considered and many property owners would be unaware of the review. Further, the Province should be consulting with the local municipalities regarding potential refinements and to determine other potential changes to the Greenbelt boundary, as municipalities would be better aware of problem areas.

The refinements to the Greenbelt boundary should be coordinated with the “Growing the Greenbelt” initiative with the overall objective of creating a better, more rational boundary.

5.2.2 Other Comments on the Draft Greenbelt Plan

The following additional comments are provided on the proposed changes to the Greenbelt Plan:

- Further clarification is needed on what is meant by bringing urban river valley lands into the Greenbelt “by amendment” in Section 1.4.2 of the proposed

- Greenbelt Plan. Does this refer to a municipal official plan amendment (upper-tier or local) or a Provincial amendment to the Greenbelt Plan?
- It is our understanding that the Province intends to remove the ability for minor rounding out of hamlets by deleting the policy from the Greenbelt Plan. However, upper or single-tier municipalities may consider expansion of “settlement area” boundaries as part of a Municipal Comprehensive Review under the Growth Plan. The definition of settlement area includes hamlets. Is it intended that hamlets can expand through a Municipal Comprehensive Review? Clarification is required on whether expansion of hamlets may still occur.
 - Consideration should be given to adding “the Greenbelt Cycling Route” to the last paragraph of Section 3.3.1.
 - Further clarification should be provided as to what is meant by the term “sensitive landscapes” in Section 3.3.3.
 - New wording in Section 4.5.4(a) regarding expansions for agricultural, agriculture-related and on-farm diversified uses is very confusing. It indicates that expansions or alterations to existing buildings and structures for agricultural uses, agriculture-related uses, on-farm diversified uses and residential dwellings may be considered within key natural heritage features, key hydrological features and their associated vegetation protection zones, if it is demonstrated that “There is no alternative, and the expansion or alteration in the feature is minimized and in the vegetation protection zone, is directed away from the feature to the maximum extent possible”. There is a need to provide clarification as to whether an expansion can take place in the VPZ and the feature itself. For example, could an expansion be permitted in a Provincially Significant Wetland without even the requirement of an environmental impact study? It is noted that agriculture-related uses may include such uses as farm-related commercial and industrial uses (eg. a farm implement dealership), so substantial uses appear to be able to be expanded into natural heritage and hydrological features.
 - Proposed policy 3.2.5.8 exempts natural heritage or hydrological studies for agricultural, agriculture-related, and on-farm diversified uses provided the proposals meet a number of criteria. Clarification is required on how the criteria are to be met, eg. appropriate mitigation measures and consideration of the sensitivity of the feature, in the absence of a study? Can a municipal official plan be more restrictive in this regard, for example for agriculture-related or on-farm diversified uses?
 - The heading of Section 4.5 Existing Uses should be revised to read “Existing Uses and Existing Lots of Record” since this section includes provisions to allow new dwellings on existing lots of record.
 - Further clarification is needed on uses such as stormwater management ponds, parkland, and recreational uses serving primarily the urban area and whether or not these uses are allowed in the Greenbelt.

5.3 Comments on Draft Oak Ridges Moraine Conservation Plan

The following are highlights of the proposed changes Oak Ridges Moraine Conservation Plan (ORMCP):

- Revisions to definitions to better align with the terminology of the PPS and other Provincial documents, including expanding the definition of agricultural uses, agriculture-related uses and home industries, and adding definitions for on-farm diversified uses, agri-tourism uses and green infrastructure;
- Allowing on-farm diversified uses and agricultural-related uses in certain designations to align with the PPS and Greenbelt Plan;
- Revised policies, similar to the proposed Greenbelt Plan policy, that buildings and structures for agricultural uses, agricultural-related uses, and on-farm diversified uses would be exempt from the requirements of undertaking natural heritage evaluations and hydrological evaluations, provided certain conditions are met;
- Revisions to severance policies to align with the Greenbelt Plan and the PPS including:
 - Deleting policies on severances for farm retirement lots;
 - Permitting severances for a surplus dwelling only when resulting from a farm consolidation, subject to conditions
 - Permitting the severance of two or more lots, provided the severed and retained lots are at least 100 acres;
- Requiring that major recreational use applications demonstrate that impacts on surrounding agricultural operations and lands would be considered, avoided or mitigated to the extent possible;
- Proposed changes to requirements for infrastructure projects include:
 - requiring municipalities to ensure that the construction of new infrastructure is supported by necessary studies;
 - requiring applications in a prime agricultural area to demonstrate the need for the project and that there is no reasonable alternative, and complete an agricultural impact assessment demonstrating that impacts to the prime agricultural area would be avoided or mitigated;
 - requiring municipalities to develop storm water management master plans for Settlement Areas that would be informed by watershed studies, incorporate green infrastructure elements and identify opportunities for storm water retrofits where appropriate;
- Introduction of policies on climate change requiring watershed plans to include an evaluation of the assimilative capacity of the watershed and assess climate change impacts; and water budgets and conservation plans prepared by upper- and single-tier municipalities to identify impacts from climate change that may result from changes in precipitation patterns;
- Minor revisions to the Rural Settlement boundaries in Whitby to reflect the minor rounding out of the Hamlets that were previously identified and included in Whitby's Oak Ridges Moraine conformity exercise (OPA 48).

The following staff comments are provided as input to the Province on the proposed changes to the Oak Ridges Moraine Conservation Plan:

- As referenced in Section 5.2.2 above in relation to the proposed change to the Greenbelt Plan, Planning Staff question how a municipality can ensure that ecological impacts are minimized for buildings and structures for agricultural uses, agricultural-related uses, and on-farm diversified uses when the proposed policy exempts them from undertaking natural heritage evaluations and hydrological evaluations, which would identify the ecological impacts that need to be minimized.
- Planning Staff support, in principle, the proposed change of requiring municipalities to ensure that the construction of new infrastructure is supported by necessary studies, however the policies should be changed to reference the “authority having jurisdiction” instead of the “municipality” as the approval authority of infrastructure projects is not always the municipality.

5.4 Implementation Comments

The Province has indicated that there are no transition provisions proposed for implementing the Provincial Plans – i.e. all decisions need to comply with the plans once they are approved. Given that many municipalities are still completing or have only recently completed conformity exercises for the current Plans, the “changing of the rules” so abruptly is problematic. For example, Whitby only received OMB approval in May 2016 of OPA 90 (largely due to delays in the approval of ROPA 128) which implemented the Growth Plan provisions for intensification and urban area expansions, and the ongoing Official Plan review incorporates amendments to conform with the current Greenbelt Plan.

The Town is currently concluding its Official Plan Review. A draft comprehensive Official Plan amendment, culminating years of work, including discussion papers, public consultation and the preparation of draft Official Plan amendments, is intended to be brought before Council for further consideration in the near future. This process should be allowed to be completed on the basis that a separate conformity exercise will be required to be undertaken to address any new or changed Provincial directions. Staff has reviewed the draft Official Plan policies in light of the proposed Provincial plans and are incorporating certain policy directions where appropriate and staff are in agreement with the proposed directions. For example, the emphasis on the creation of community hubs in the Provincial plans is supported and staff is proposing Official Plan policies which would support and strengthen this approach to providing efficient and coordinated community facilities and services. However, there are many other policy directions which would be premature to implement at this time, particularly in advance of Regional policy direction. The Province should enable the conclusion of the current Official Plan review without being encumbered with changes to Provincial policy directions on the basis that a further conformity exercise will need to occur.

In addition, the Brooklin Secondary Plan study is at the selection of a preferred land use option stage, following extensive background studies and public consultation on land use options. The work that went into the preparation of the

background analysis and land use options was premised on the current Growth Plan targets. Requiring that this secondary plan conform with new targets would set the process back months and necessitate considerable expense to redo several studies and analyses.

Furthermore, draft plans of subdivision are under review in already planned areas such as West Whitby. These plans would likely not meet new targets set by the Province if the new Provincial Growth Plan comes into effect immediately upon its approval. It is unclear how approvals of such plans would be affected given the lack of transition provisions.

In addition, the Province must recognize the upper-tier/lower-tier divide in responsibilities and that many matters must be addressed first through Regional Official Plan amendments which provide direction, including allocations of growth, to area municipalities. This work would normally be undertaken as a conformity exercise through a municipal comprehensive review. Transition policies should provide sufficient time for the necessary analysis and the sequential nature of updates to upper tier and lower tier planning documents.

6. Public Communications/Plan:

Comments on the draft Provincial Plans can be submitted to the Province, by October 31, 2016:

- by mail:

Land Use Planning Review
Ministry of Municipal Affairs and Housing
Ontario Growth Secretariat
777 Bay Street Suite 425 (4th Floor)
Toronto, ON M5G 2E5

- by email: landuseplanningreview@ontario.ca
- online – through the Ontario Environmental Registry: Ontario.ca/ebr

Additional information is available at the Province's 2015 Coordinated Review website: <http://www.mah.gov.on.ca/Page10882.aspx>

7. Considerations:

7.1. Public

Not applicable.

7.2. Financial

Not applicable.

7.3. Impact on and input from other Departments/Sources

The discussion paper was circulated to other internal departments for review and comment. Comments received have been incorporated into Section 5 of this report, accordingly.

7.4. Corporate and/or Department Strategic Priorities

The comments contained in this report are consistent with Council's 2014-18 Goals:

4. To ensure Whitby is clearly seen by all stakeholders to be business- and investment-friendly and supportive; and to strive to continuously improve the effectiveness and efficiency of service delivery
7. To remain the community of choice for families and become the community of choice for seniors and job creators; and to focus new growth around the principles of strong, walkable and complete neighbourhoods that offer mobility choices
8. To become the destination of choice for visitors from across Durham Region and the Greater Toronto Area; to realize the economic and social potential of our downtowns, waterfront and green spaces in developing local tourism; and to create more things to do and places to enjoy.

8. Summary and Conclusion:

In general, staff support the objective of the Provincial Plan Review process to better align the Growth Plan, Greenbelt Plan and ORMCP with each other and with the PPS, to provide for better ease of implementation.

However, staff has significant concerns with a number of aspects of the Growth Plan, including the proposed increase in intensification and greenfield density targets. These increases are being proposed too early given that municipalities have only recently completed updating their planning documents to implement the current targets. In addition, the targets are simply unrealistic for many municipalities in the Greater Golden Horseshoe. There is a need to retain the current targets or to provide a differentiation in targets amongst areas within the Inner Ring of the Greater Golden Horseshoe.

Municipalities have undertaken great expense and time toward the preparation of planning documents in conformity with the current Provincial plans and their planning targets and this should not be disregarded. The Province needs to provide transition provisions, especially for the Growth Plan, that respect processes already underway and nearing completion.

Other proposed initiatives, such as stipulating the specific employment uses that can be allowed along highways, are not supported. Such decisions should be left

to the Regional and area municipalities. Other specific comments are provided in Section 5 of this report.

Given the scope of changes proposed to the Growth Plan and the significant impact these changes would have on municipal planning in the GTA, the Province should be requested to pause the review of the Growth Plan in order to undertake further in-depth consultation with Regional and area municipalities and other stakeholders, prior to concluding the changes to the Growth Plan. Further consultation is needed on the proposed changes, input received and Provincial response, as well as the consideration of alternative approaches to achieve growth management objectives that are more reasonable and implementable. In addition, the changes to the Growth Plan should not be concluded until important implementation tools such as the methodology for land needs assessment, performance indicators and any further Provincial mapping is completed, including the consultation that is a necessary part of such initiatives.

It is recommended that Report PL 95-16, and the specific comments contained in Section 1, be endorsed as the Town's comments on the Draft Provincial Land Use Plans, and that a copy of the report and Council's resolution be forwarded to the Ministry of Municipal Affairs and Housing, the Regional Municipality of Durham and Durham area municipalities.

9. Attachments:

Attachment #1: Proposed Provincial Plan Boundaries in Whitby

For further information contact:

Susan McGregor, Principal Planner, Long Range Policy Planning, x2282

Original Approved and Signed.

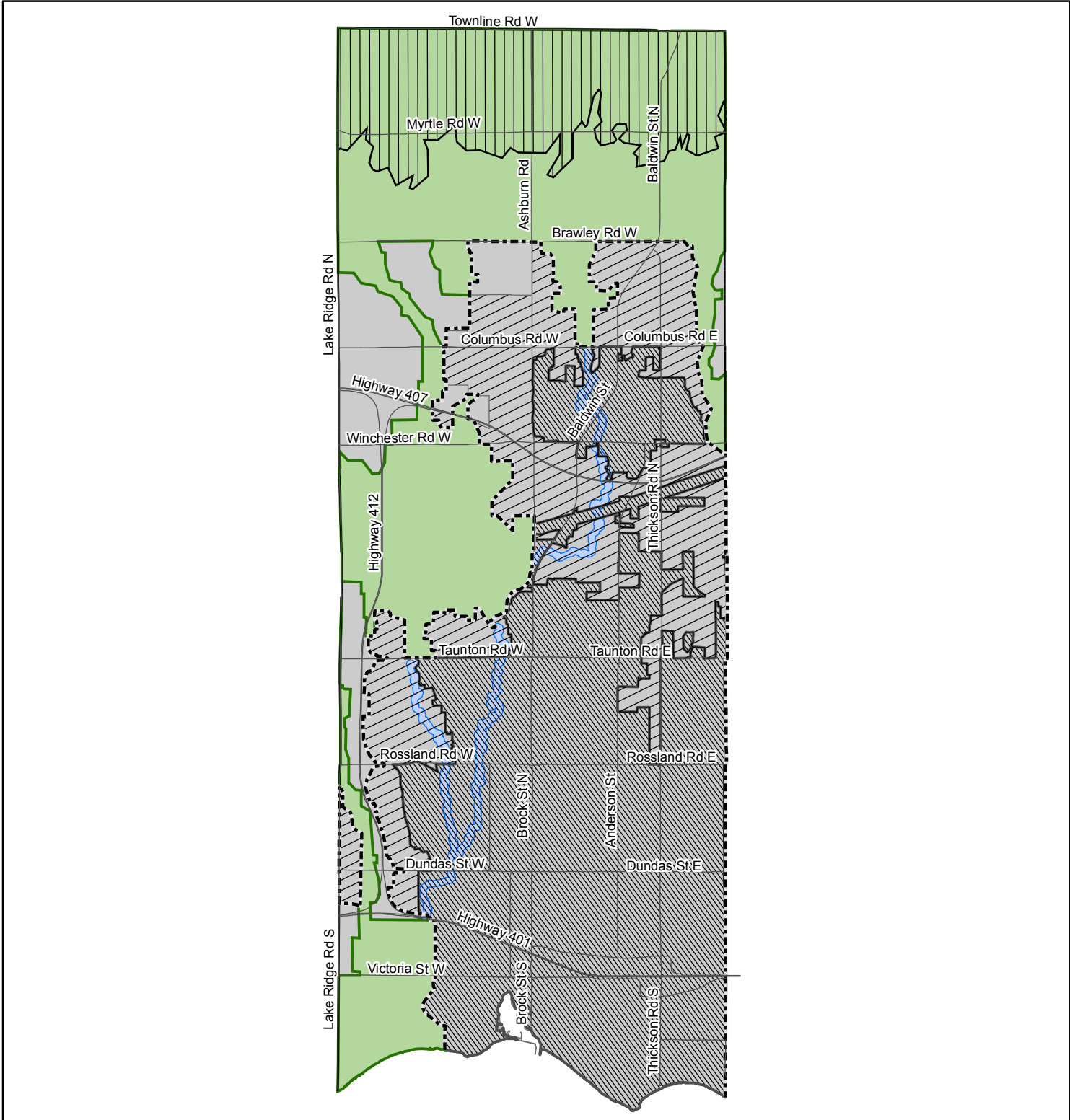
Robert B. Short, Commissioner of Planning and Development, x4309

Original Approved and Signed.

Robert Petrie, Chief Administrative Officer, x2211

Attachment #1

Proposed Provincial Plan Boundaries in Whitby



Legend		 1:105,000 Metres	 Digital cartography by The Corporation of the Town of Whitby, Planning and Development Department, September 2016. All rights reserved. May not be reproduced without permission. 575 Rossland Road East, Whitby, Ontario, Canada, L1N 2M8 Phone 905-430-4306 Fax 905-668-7812 www.whitby.ca
- - - - 2031 Urban Area Boundary Greenbelt Plan Area Greenbelt Urban River Valley Oak Ridges Moraine Conservation Plan Area	Growth Plan for Greater Golden Horseshoe Built Up Area Greenfield		
September 2016			



C.S. - LEGISLATIVE SERVICES

TOWN OF AJAX

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Take Appr. Action

Honourable Bill Mauro
Minister of Municipal Affairs
17th Floor, 777 Bay Street
Toronto, ON M5G 2E5

October 21, 2016

Re: Comments on the Province's Proposed Amendments to the Growth Plan for the Greater Golden Horseshoe and the Greenbelt Plan

Please be advised that the following resolution was passed by Ajax Town Council at its meeting held on October 17, 2016:

1. That the report to Community Affairs and Planning Committee entitled "Comments on the Province's Proposed Amendments to the Growth Plan for the Greater Golden Horseshoe and the Greenbelt Plan", dated October 3, 2016 be endorsed and submitted as the Town's comments on the proposed plans;
2. That the Province be advised that the Town of Ajax fully supports the resolution of the Toronto and Region Conservation Authority of September 23, 2016 recommending that the policies for Growing the Greenbelt be amended such that headwater areas of the rivers and creeks within TRCA watersheds be designated as Greenbelt lands, especially those areas that are almost fully surrounded by other Greenbelt lands, such as those in the headwaters of the Carruthers Creek and the Rouge and Humber River watersheds;
3. That the Province be advised that the Town of Ajax supports the principle of increased levels of intensification within the Proposed Growth Plan, subject to the provision of the required funding from senior levels of government for infrastructure investment to support increases in intensification;
4. That the Province reconsider its approach to designating Prime Employment Areas which would compel low employment-generating warehousing and logistics uses along provincial highways;
5. That the Province provide additional flexibility to the 500 metre walking distance stipulation for intensification around Major Transit Stations so as to respond to local conditions including extensive surface parking within the vicinity of these stations;
6. That the Province be advised that the Town of Ajax supports additional policies in the Proposed Growth Plan related to active transportation, stormwater management, watershed planning, and policies which enhance the viability of

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agricultural uses within the Greenbelt;

7. That the Province be requested to strengthen its policies to require that additional growth take into account the assimilative capacity of receiving water bodies due to increases in effluent from various sources including storm drainage and sewage treatment plants;
8. That through the Province's examination of the Land Needs Assessment process, that it safeguard against over-designation of future urban land by requiring municipalities to demonstrate that development has occurred in compliance with the Growth Plan within existing Settlement Areas before expansions are approved;
9. That the Province be requested to expedite the production and release of guidance materials to enable the completion of local municipal Growth Plan conformity exercises;
10. That the Province consider funding incentives for municipalities that achieve compliance with Growth Plan objectives; and,
11. That this report be sent to the Minister of Municipal Affairs, the Minister of Natural Resources and Forestry, the Minister of the Environment and Climate Change, Durham Region, the City of Pickering, the Town of Whitby, the Toronto and Region Conservation Authority, the Central Lake Ontario Conservation Authority, Conservation Ontario and other interested parties.

A copy of the report is included for your reference. Should you require further information please contact me at 905-619-2529 ext 3342 or alexander.harras@ajax.ca

Sincerely,

Alexander Harras
Manager of Legislative Services / Deputy Clerk

Copy: Minister of Natural Resources and Forestry
Minister of the Environment and Climate Change
Region of Durham and area municipalities
Toronto and Region Conservation Authority
Central Lake Ontario Conservation Authority
Mark Holland, MP Ajax
Joe Dickson, MPP Ajax-Pickering
Conservation Ontario
Friends of the Greenbelt Foundation
Environmental Defence

**TOWN OF AJAX
REPORT**



REPORT TO: Community Affairs and Planning Committee

SUBMITTED BY: Gary Muller, MCIP, RPP
Acting Director, Planning and Development Services

PREPARED BY: Gary Muller, MCIP, RPP
Acting Director, Planning and Development Services

SUBJECT: **Comments on the Province's Proposed Amendments to the Growth Plan for the Greater Golden Horseshoe and the Greenbelt Plan**

WARDS: All

DATE OF MEETING: October 3, 2016

REFERENCE: May 21, 2015 General Government Committee;
Community Action Plan: Strategic Development and Economic Prosperity; Environmental Leadership

RECOMMENDATIONS:

1. That the report to Community Affairs and Planning Committee entitled "Comments on the Province's Proposed Amendments to the Growth Plan for the Greater Golden Horseshoe and the Greenbelt Plan", dated October 3, 2016 be endorsed and submitted as the Town's comments on the proposed plans;
2. That the Province be advised that the Town of Ajax fully supports the resolution of the Toronto and Region Conservation Authority of September 23, 2016 recommending that the policies for Growing the Greenbelt be amended such that headwater areas of the rivers and creeks within TRCA watersheds be designated as Greenbelt lands, especially those areas that are almost fully surrounded by other Greenbelt lands, such as those in the headwaters of the Carruthers Creek and the Rouge and Humber River watersheds;
3. That the Province be advised that the Town of Ajax supports the principle of increased levels of intensification within the Proposed Growth Plan, subject to the provision of the required funding from senior levels of government for infrastructure investment to support increases in intensification;
4. That the Province reconsider its approach to designating Prime Employment Areas which would compel low employment-generating warehousing and logistics uses along provincial highways;
5. That the Province provide additional flexibility to the 500 metre walking distance stipulation for intensification around Major Transit Stations so as to respond to local conditions including extensive surface parking within the vicinity of these stations;
6. That the Province be advised that the Town of Ajax supports additional policies in the Proposed Growth Plan related to active transportation, stormwater management,

watershed planning, and policies which enhance the viability of agricultural uses within the Greenbelt;

- 7. That the Province be requested to strengthen its policies to require that additional growth take into account the assimilative capacity of receiving water bodies due to increases in effluent from various sources including storm drainage and sewage treatment plants;**
 - 8. That through the Province's examination of the Land Needs Assessment process, that it safeguard against over-designation of future urban land by requiring municipalities to demonstrate that development has occurred in compliance with the Growth Plan within existing Settlement Areas before expansions are approved;**
 - 9. That the Province be requested to expedite the production and release of guidance materials to enable the completion of local municipal Growth Plan conformity exercises;**
 - 10. That the Province consider funding incentives for municipalities that achieve compliance with Growth Plan objectives; and,**
 - 11. That this report be sent to the Minister of Municipal Affairs, the Minister of Natural Resources and Forestry, the Minister of the Environment and Climate Change, Durham Region, the City of Pickering, the Town of Whitby, the Toronto and Region Conservation Authority, the Central Lake Ontario Conservation Authority, Conservation Ontario and other interested parties.**
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INTRODUCTION:

This report provides comments on the Proposed 2016 Growth Plan for the Greater Golden Horseshoe (GGH) and Proposed 2016 Greenbelt Plan to meet the Province's October 31, 2016 commenting deadline.

CONTEXT:

The Growth Plan for the Greater Golden Horseshoe (the "Growth Plan") and the Greenbelt Plan are two of four Provincial Plans developed to among other matters: reduce urban sprawl; make better use of existing infrastructure; conserve farmland; encourage the development of more complete communities for people at all stages in their lives; provide for development that reduces the reliance on single occupant vehicles; and support transit use as a viable travel option.

The problems associated with the traditional approach to growth have been well documented. The loss of farmland, traffic gridlock, deteriorating air and water quality and loss of greenspace would threaten to undermine the qualities that make the GGH attractive in the first place. It was recognized that the traditional pattern of low density growth would need to change, and that broad coordinated effort was required to achieve more sustainable growth.

In response, the Province took decisive action and put in place new provincial legislation and subsequently adopted the above-noted plans. The Greenbelt Plan was first approved by the Minister of Municipal Affairs and Housing and came into effect on December 16, 2004. The Growth Plan was first approved by the Ministry of Public Infrastructure Renewal and came into effect on June 16, 2006.

Since that time, all of the upper-tier and single tier municipalities and a number of lower-tier municipalities in the GGH have official plans that conform with these provincial plans, including

the Town of Ajax. GGH municipalities and the Province have had the benefit of working with the provincial plans, and their experience informed the Province's review.

In general, many policies and principles in the proposed Growth Plan and Greenbelt Plan, align with the Town of Ajax Official Plan. Through the latest official plan review, policies were incorporated that address climate change, provide for increases in intensification, provide enhanced urban design and built form policies to guide the evaluation of development and (specifically) intensification proposals. The Town's Official Plan policies encourage low impact development, reaffirm a permanent urban boundary, encourage multi-modal transportation and transportation demand management and numerous other policies.

BACKGROUND:

Staff have monitored and participated in various stages of the Provincial Co-ordinated Plans Review process. These activities are summarized below.

On February 27, 2015 the review process commenced. The initial consultation ended May 28, 2015. On May 21, 2015 staff presented a report to General Government Committee which provided high level comments that included an acknowledgement of the need to harmonize the plans. A desire was also expressed to simplify the Growth Plan and provide greater precision on how densities are to be calculated. Information was also provided in the report regarding how Ajax has taken steps to achieve conformity with the Growth Plan and the Greenbelt Plan, and the importance of including the Carruthers headwaters of northeast Pickering in the Greenbelt. Council endorsed staff's comments on the 2006 Growth Plan and 2005 Greenbelt Plan¹ based experience interpreting/implementing the Plans, particularly from the latest comprehensive review of the Ajax Official Plan and a recommendation to the Province to grow the Greenbelt to encompass the Carruthers Headwaters.

On December 5, 2015, an extensive report entitled "Planning for Health, Prosperity and Growth in the Greater Golden Horseshoe: 2015 – 2041"² was released, which was prepared by a Provincially-appointed Advisory Committee chaired by David Crombie. Among numerous other matters, the Advisory Committee indicated the following "*it is likely that much of the land that has been designated to accommodate forecasted growth by 2031 will not actually be developed by that date, providing flexibility to accommodate some or all of the expected land needs to meet 2041 forecasts within designated greenfield areas*". The Committee's recommendations included the following:

- Address barriers to intensification and the development of affordable housing by encouraging up-to-date zoning, the development permit system, community improvement plans, and reduced residential parking requirements where transit and active transportation options exist (12);
- Increase density targets in designated greenfield areas... (14);
- Ensure provincial and federal investments support timely transit and stimulate new transit supportive development ...(16);
- Work with municipalities and other stakeholders to develop a uniform and transparent method for undertaking land needs assessments... (18);

¹ Link to May 21, 2015 Town of Ajax Staff Report:

<http://www.ajax.ca/en/Calendar/Meetings/Default.aspx?StartDate=05/21/2015&EndDate=05/31/2015&Calendar=36e5d3a9-b92c-4c40-a5ef-ed1ed097e673&Limit=25>

² <http://www.mah.gov.on.ca/Page11003.aspx>

- Establish stronger criteria to control settlement area expansions...(20);
- Recommendations for the content and conduct of watershed plans (41);
- Establishing a provincially-led process to grow the Greenbelt (71).

On May 10, 2016 the Province released the Proposed 2016 Growth Plan³, the Proposed 2016 Greenbelt Plan⁴ and a Discussion Paper⁵. The consultation period was subsequently extended from September 30, 2016 to October 31, 2016. On June 23, 2016, staff attended the Province's Public Open House in Oshawa which was staffed by Provincial representatives from several Ministries (Municipal Affairs, Natural Resources and Forestry, Environment and Climate Change, and Agriculture, Food and Rural Affairs). On June 29, 2016 staff participated in a technical briefing by Provincial staff at which Discussion Paper highlights were presented.

On July 11, 2016 staff attended a Durham BILD meeting focused on Proposed Growth Plan population and employment forecasts, urban densities and targets and infrastructure. On August 11, 2016 staff met with Durham Region and area municipal planners to discuss the Proposed Plans. Staff subsequently met with Regional staff on August 18, 2016 to provide additional comments and pose further questions.

Numerous comments have already been issued by municipalities, agencies, conservation authorities and other stakeholders.

DISCUSSION:

Summary of the Proposed 2016 Growth Plan

A number of changes to the Growth Plan have been proposed. The proposed Growth Plan would introduce new and revised policy direction regarding growth management, built form, intensification⁶, transit, transportation, green infrastructure, stormwater management, urban agriculture and climate change mitigation and adaption, as well as integrate existing or modified policies from the 2014 Provincial Policy Statement (2014 PPS).

The Proposed Growth Plan states that there is a large supply of land already designated for future urban development but, regardless, it is important to optimize the use of the existing land supply as well as the existing building and housing stock. Use of the existing land supply is to be optimized through an "intensification-first" approach that concentrates on better use of existing infrastructure and public service facilities, not on expanding urban areas. In the Proposed Growth Plan, the Built Boundary is not proposed to change, as confirmed by Provincial staff. The Built Boundary is used to direct and measure the achievement of mandated intensification targets.

Among numerous other matters, the Proposed Growth Plan would:

- Increase the minimum intensification target within the built-up area from 40 percent to 60 percent;

³ https://www.placestogrow.ca/index.php?option=com_content&task=view&id=420&Itemid=12

⁴ <https://www.ebr.gov.on.ca/ERS-WEB-External/searchNoticeRefine.do?actionType=performRefine>

⁵ <http://www.mah.gov.on.ca/Page14809.aspx>

⁶ Development of a property, site or area at higher density than currently exists through: redevelopment (including re-use of brownfield sites); development of vacant and/or underutilized lots within previously developed areas; infill development; and expansion or conversion of existing buildings.

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- Increase the minimum density for “designated greenfield areas” from 50 to 80 jobs per net hectare. A standardized list of features would be excluded when calculating the designated greenfield areas target, including employment areas;
 - Require minimum density targets around “Major Transit Station Areas”, including for example 160 residents and jobs combined per hectare for areas that are served by light rail transit or bus rapid transit; or, 150 residents and jobs combined per hectare for lands that are served by express rail service on the GO Transit network. It would also prioritize planning and zoning for “priority transit corridors” (including the area in the vicinity of the Ajax GO Station);
 - Require municipalities to identify and designate “prime employment areas” near major highways or corridors that would be protected for uses that require significant amounts of land and have low employment densities (including warehousing and logistics). A wider range of other uses would be permitted in other employment areas. With the exception of prime employment areas, the proposed Growth Plan would direct any permitted commercial uses to locations that support active transportation and are serviced by transit where that service is available;
 - Require the province, in collaboration with the municipalities, to identify an agricultural system for the entire GGH that builds on the Greenbelt. Municipalities would be required to protect the agricultural system’s long-term viability;
 - Direct municipalities to avoid settlement area expansions into natural heritage systems with important water features, where possible;
 - Require watershed planning across the entire GGH;
 - Require municipalities to undertake more comprehensive stormwater management planning for their settlement areas and for major developments and to examine their infrastructure for weaknesses associated with climate change;
 - Encourage the use of green infrastructure and low impact development techniques;
 - Direct planning authorities to take an integrated approach to land use and infrastructure planning;
 - Direct how *complete communities*⁷ are to be achieved, such as providing a diverse range and mix of housing, integrating and sustaining transit services where planned or available, compact built form, parks and other recreational facilities, convenient access to urban agriculture and local food options, and reducing greenhouse gas emissions to move toward achieving a net-zero community⁸ (Policy 2.2.1.3);
 - Provide a desired range and mix of housing types and densities, including affordable housing (Policy 2.2.6.2);
 - Prioritize planning and zoning for Priority Transit Corridors (Policy 2.2.4.1).

⁷ Mixed-use neighbourhoods or other areas in settlement areas (e.g., the Ajax Urban Area) supporting opportunities for people of all ages and abilities to conveniently access most necessities for daily living.

⁸ Defined as communities that meet their energy demand through low-carbon or carbon-free forms of energy and offset, preferably locally, any releases of GHG emissions that cannot be eliminated; including higher density urban built form, and denser and mixed-use development patterns that ensure energy efficiency, reduce distances travelled and improve integration with transit, energy and water and wastewater systems.

- Require upper-tier municipalities responsible for distributing the forecasted growth (population and employment) to 2041 (including Durham Region) to conduct the next Municipal Comprehensive Review of its Official Plans in consultation with local municipalities within 5 years of the approved Plan coming into effect. The Province plans to release a standard methodology for assessing land needs in 2017.

The Growth Plan currently forecasts the population of Durham Region to reach 1,190,000 by 2041, an increase of 220,000 over the forecasted population of 970,000 by 2031.⁹ To date, the Region has not kept pace with the population forecasts within Section 7.3.3 of the Durham Regional Official Plan. This may in part be due to delays to development within Seaton.

Implications for Ajax

Ajax completed its Growth Plan conformity exercise through the approval of Amendment No. 41 to the Town of Ajax Official Plan which was approved by the Ontario Municipal Board on November 19, 2014. Therefore, the transition issues that are being experienced by other municipalities that are currently undertaking their Growth Plan conformity exercises is not an Ajax issue.

Once the changes to the Growth Plan come into effect and are implemented through future conformity amendments to the Durham Regional Official Plan, the Town of Ajax Official Plan will need to be revised to, among other matters, accommodate higher dwelling unit and population allocations within the Ajax urban area.

Increased Intensification Targets

The proposed change in the minimum intensification target from 40% to 60% within the Built-Up Area will force a re-examination of existing intensification areas in order to accommodate the additional population. The Town's current intensification target is 52%, which contributes to Durham's ability to achieve its overall 40% intensification target Region-wide. An increase to the Region's minimum intensification target up to 60% will translate to a higher intensification target for Ajax. Regional staff have indicated that Durham's Lake Ontario shoreline municipalities will be expected to make up for unachieved intensification on the part of the northern Durham municipalities. IN response, there appear to be opportunities for further intensification in Ajax, as noted below:

1. There are opportunities within the Ajax Downtown. The Durham Regional Official Plan currently indicates that Regional Centres shall support an overall, long-term density target of at least 75 units per gross hectare and a floor space index of 2.5 for the Lake Ontario Shoreline Urban Areas¹⁰. The Town of Ajax Official Plan currently forecasts that the Downtown Regional Centre has the potential to accommodate an additional 1,850 residential units by 2031. Supported by the Ajax Downtown Community Improvement Plan, recent developments including Vision at Pat Bayly Square (1,790 units upon completion), Central Park Ajax (anticipated 580 units proposed for Phase 1A only), expected redevelopment of the former Siemens/Skymark site, potential activity on the former Atlas Tag lands and various other properties could equate to approximately 3,000

⁹ The Durham Regional Official Plan provides a population forecast of 960,000 for 2031. Section 7.3.3 provides a population forecast of 676,855 for Durham Region for the year 2016. The 2015 estimate of population is 661,190. These figures should be compared to the 2016 Census of population figures, which are expected to be released in February, 2017.

¹⁰ For context, the first phase of Vision at Pat Bayly Square has been approved with floor space index of 3.18 and a residential density of 490 units per net hectare. The approved plans for Central Park Ajax would have a floor space index of 3.46 and residential density of approximately 418 units per net hectare.

new residential units in the Ajax Downtown by 2031. Further development potential may exist within the 2041 timeframe. Staff will continue to monitor the progress of Downtown developments closely.

2. The potential exists for an increase in the population and household targets for Uptown Ajax as well. Although intensification activity has not yet occurred in the Uptown since the approval of the Town of Ajax Official Plan (OPA 41) in November 2014, this is expected to change. The Official Plan indicates that the Uptown has the potential to accommodate 1,850 units within the 2031 timeframe. A study of the Uptown is within the Town's Long Range Capital Forecast, to be initiated in 2020. The study will revisit the Town's intensification assumptions, and develop a planning approach to guide intensive new residential and mixed use development along the Kingston Road corridor (served by bus rapid transit) generally between Westney Road and Carruthers Creek. This area will need to be reexamined with the view of accommodating additional density to levels that are more transit supportive.
3. The ability exists for an increase in the population and household targets for the lands in the vicinity of the Ajax GO Station. The Town of Ajax Official Plan forecasts that 350 units within this area by 2031. Much of the land in this area is presently owned by GO Transit and Durham Region Transit and is used for parking. The area is also constrained by Highway 401 and the Duffin Creek valley. A study of this area has been scheduled to commence in 2018 to determine potential intensification opportunities in light of existing constraints. The current allocation of 350 residential units in this area by 2031 falls below the proposed Growth Plan target of 150 residents and jobs combined per hectare.
4. The Town of Ajax Official Plan allocates 200 new residential units to the Midtown Corridor (Harwood Avenue, between Highway 401 and Kingston Road). The Durham Regional Official Plan designates the area as a 'Regional Corridor' which has a long term density target of 60 units per gross hectare and a floor space index of 2.5. The intensification policies in the Town's Official Plan contemplate mixed use development including medium density residential development with ground floor retail and commercial uses. A Town-led study is proposed to commence in 2018 which will articulate road needs, property requirements, future land use and an urban design approach based on a publicly accepted vision. This will inform the future development potential of the corridor.
5. Within the Village Centre designation, 150 new residential units are currently forecasted within this designation within the 2031 timeframe. To date, there are four development proposals within the Village Centre which in total would provide 130 units. Potential redevelopment of other underutilized sites will lead to greater than the forecasted 150 units by 2031.
6. The Town of Ajax Official Plan forecasts 500 units within designated Regional and Local Corridors by 2031. Based on current applications and approved developments, approximately 450 units can be expected along the Regional and Local corridors within the next 5 years. Additional opportunities exist that will enable the Town to surpass its Official Plan forecasts for the Corridors.
7. The Town's Official Plan identifies 100 units to be provided through neighbourhood infill by 2031. Based on recent development interest and activity, this number could be surpassed by 2020.

Based on the above, the intensification forecasts within the Town's Official Plan underestimate future development. There is room for upward adjustment to the unit and population forecasts. Municipal studies will revisit the assumptions for these intensification areas in light of the direction

within the proposed Growth Plan, so as to inform the next comprehensive Official Plan review to commence in 2020. The capacity of supporting servicing and transportation infrastructure to accommodate additional growth, and the compatibility of new development with existing stable neighbourhoods, will determine the feasibility of additional development within these areas.

Provincial support for investment in supporting infrastructure is crucial for municipalities achieving higher intensification targets. The province should put in place funding incentives for municipalities to implement projects tied to demonstrating municipal conformity with Growth Plan policies.

No Change to the Built Boundary

The Built Boundary reflects the outer extent of urban development as of 2006. The increase of intensification from 40% to 60% is required within the Built Boundary. As confirmed with provincial staff, no change to the Built Boundary is proposed for the Growth Plan. As noted earlier, Ajax is well-positioned to accommodate additional intensification, provided the supporting infrastructure is in place.

Increased Densities for Designated Greenfield Areas

The proposed Growth Plan increases the density for designated Greenfield Areas to 80 persons and jobs per hectare. Greenfield Areas refer to lands within Urban Areas outside of the Built Boundary that are designated for development (it does not include the Greenbelt). Since the approval of the Growth Plan in 2006, numerous parcels of land that had been identified as outside of the Built Boundary have been developed. This includes the following developments:

- Imagination (Salem/Taunton)
- Somerset (Salem/Taunton)
- Wyndam Manor (Salem/Taunton)
- Part of Castlefields (Audley/Rossland)
- Nottingham (Taunton/Harwood)
- Eagle Glen (Rossland/Westney)
- Mulberry Meadows (Audley/Rossland)
- The Grove (Kingston, east of Salem)
- Part of Duffins Village (Church/Rossland)

Only limited vacant Greenfield residential land supply remains in Ajax, predominantly in the north-west portion of the Town, generally bounded by the Ontario Hydro corridor, Duffins Creek, Taunton Road and the Ajax/Pickering boundary (A9). The majority of this area is designated "Low Density Residential" within the Town of Ajax Official Plan, with portions of Church Street designated Medium Density Residential.

The Low Density Residential designation currently permits residential development up to a maximum density of 30 units per net hectare. The extent of the existing Low Density Residential designation in the northern A9 area would not appear meet the increased density targets for Greenfield development under the proposed Growth Plan.

For context, the density of some of the Town's current development applications is provided for comparison below:

Development	Location	Density (persons and jobs per hectare)
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Magnum Opus	East side of Shoal Point Road, south of Bayly Street	84.7
Cougs Investments Duffins Village	East side of Church Street, south of Hydro corridor	57.2
Jizoco	North side of Rossland Road west of Church Street	54.9

It is expected that the density of development in the north A9 area may need to increase to meet the new density requirements within the proposed Growth Plan. An increase in density for lands along arterial roads, including (for example) the north side of Rossland Road west of Audley Road could also be anticipated.

Land Needs Assessments

A Land Needs Assessment (LNA) is the methodology which municipalities utilize through their official plan reviews to determine how much land should be included within settlement areas and designated for residential and employment purposes.¹¹ It compares the past demand for various forms of housing and employment and projects that demand to the future. Adjustments can be made to account for intensification. The process then attempts to match the supply of future urban land to the past demand. However, this process has not been applied consistently and resulted in discrepancies with the amount of land proposed for urban purposes. The Proposed Growth Plan seeks to establishing consistency by standardizing the list of features that would be netted out when calculating the designated Greenfield Area target.

The Town of Ajax Official Plan stipulates a permanent Rural Area, buttressed by the Greenbelt Plan. However, the Town takes an interest in potential urban boundary expansions (such as the potential urbanization of the Carruthers Creek Headwaters in Pickering) where urban development would have potential downstream flooding effects. Extensive new greenfield settlement areas could detract from intensification by directing planning effort, infrastructure investment and development onto new greenfield areas, which could undermine Ajax's attainment of its growth objectives.

The principle of improving consistency and transparency to the LNA process is supported, yet the broader process for determining future Settlement Area land needs remains an issue for the following reasons:

- LNAs rely on past market trends to project future land needs. Numerous factors affect housing demand including among other factors unit affordability, interest rates, demographics, location, immigration, foreign investment, etc. Although LNAs may be forecast a unit mix that was attractive to the market in the past, it may not be reflective of changing market conditions.
- The LNA process is undertaken through municipally-initiated comprehensive reviews of official plans involving lengthy and complex study, and is subject to third-party appeals. The Province, through its approval of upper-tier and single-tier official plans, should be the final approval authority for Settlement Area expansions. Given the importance of Settlement Area expansions to the Province as expressed under the Growth Plan, this component of the LNA process should constitute a provincial interest.

¹¹ An extensive discussion on the importance of the Land Needs Assessment process is provided in the report entitled "Plan to Achieve: A Review of the Land Needs Assessment Process and the Implementation of the Growth Plan", July, 2016 prepared by Kevin Eby, RPP for the Friends of the Greenbelt Foundation.

Through amendments to the Growth Plan, the Province has committed to establishing a standard methodology for use by all municipalities for assessing land needs. Staff support the principle of providing additional clarity through standardized methodology to the LNA process and a more stringent approach to determining future settlement area expansions.

Clarity could also be attained through a policy approach that would require municipalities to demonstrate compliance through past performance before Settlement Area expansions are considered, or through a provincially-led process for determining Settlement Area expansions to ensure consistency across jurisdictions.

Plan Implementation - Future Provincial Guidance

In 2017, the Province will produce a Land Supply Methodology to promote consistent planning of development and infrastructure in the GGH. In 2018, the Province will also release the following guidance materials to help municipalities implement the approved Growth Plan:

- Population and Employment Forecasting methodology;
- Performance Indicators and how municipalities are to report progress to the Province;
- Natural Heritage System mapping for the Growth Plan area, led by the Ministry of Natural Resources and Forestry;
- Agricultural System mapping for the Growth Plan area and information on how to protect it, led by the Ministry of Agriculture, Food and Rural Affairs; and,
- Documents on: planning at the watershed level; conducting agricultural impact assessments; preparing stormwater management and low impact development; and developing greenhouse gas inventories, targets and emission reduction strategies.

Vigilant monitoring by the Province of how land supplies are taken up would help to measure the success of achieving the proposed Growth Plan's higher targets. This will help determine how the Province's LNA methodology is implemented moving forward.

Land Use and Infrastructure Planning

The introduction to the Proposed Growth Plan states:

*"Nothing in this Plan limits the planning for infrastructure and public service facilities beyond the horizon of this Plan. However, planning for infrastructure will not predetermine the form, pattern or extent of settlement area boundary expansions."*¹²

The Proposed Growth Plan encourages improved integration of land use planning with planning and investment in infrastructure¹³ and public service facilities¹⁴. The lifespan of infrastructure (e.g., wastewater, water supply, stormwater, transit and transportation systems), as planned and designed extends beyond land use planning horizons. Growth forecasts that are undertaken for

¹² Extracted from section 1.2.3 How to Read this Plan (Horizon of this Plan).

¹³ Defined as physical structures (facilities, corridors) that form the foundation for development, including: sewage and water systems; stormwater management systems; electricity generation facilities and transmission and distribution systems; communications/telecommunications; transit and transportation corridors and facilities; oil and gas pipelines and associated facilities.

¹⁴ Defined as lands, buildings and structures providing programs and services offered or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, and cultural services (excluding infrastructure).

water and wastewater master plans may build in development assumptions that are beyond the horizon of the Growth Plan, and could fuel speculation of development of lands outside of urban areas or in the Greenbelt, particularly if infrastructure is proposed or constructed in such areas. The existence and capacity of infrastructure directly influences the form, pattern and extent of settlement areas. Development pressure occurs where infrastructure is planned or provided.

For the Ajax Downtown, the sizing of future infrastructure commitments will need to be examined to ensure that higher future levels of development can be accommodated. This includes the capacity of the proposed Harwood sanitary pumping station currently planned to accommodate 4,800 additional persons within its service area, and addressing other downstream sanitary sewer constraints.

Transit Corridors and Station Areas

The Proposed Growth Plan requires minimum density targets around Major Transit Station areas, including the Ajax GO Station. Proposed Policy 2.2.4 states that Major Transit Stations are to be planned and designed to be transit-supportive¹⁵, with a minimum gross density target of 150 residents and jobs combined per hectare. However, much of the area surrounding the Ajax GO Station is owned by Metrolinx and occupied by extensive surface parking areas, which limits intensification opportunities. Staff would support additional provincial investment in structured parking to free up land in the vicinity of the GO station for development. Flexibility should also be given to the 500 metre walking distance stipulation in the proposed Growth Plan for intensification around Major Transit Stations to account for and address local conditions.

Employment Lands

Policy 2.2.5 suggests economic development and competitiveness in the GGH is promoted by:

- making more efficient use of existing Employment Areas and vacant and underutilized Employment Lands and increasing employment densities, as appropriate;
- planning to better connect areas with high employment densities to transit; and,
- integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.

The Proposed Growth Plan would create two categories of Employment Lands, defined as:

- i) *Prime Employment Areas* – areas of employment within urban areas that are designated in an official plan and protected over the long-term for uses that are land extensive or have low employment densities and require these locations, including manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities; and,
- ii) *Employment Areas* – areas designated in an official plan for clusters of businesses and economic activities including, but not limited to, manufacturing, warehousing, offices and associated retain and ancillary facilities.

Policy 2.2.5 sets out the following proposed requirements for the two categories:

¹⁵ Defined as relating to development that makes transit viable and improves the quality of the experience of using transit; often refers to compact, mixed-use development having a high employment and residential densities.

- Suitable lands within urban areas adjacent to, or in the vicinity of, major goods movement facilities and corridors, including major highway interchanges, should be identified as Prime Employment Areas.
- Prime Employment Areas be protected for appropriate employment uses over the long-term by:
 - a) prohibiting residential and other sensitive land uses¹⁶, institutional uses, and retail, commercial and office uses not ancillary to the primary employment use; and,
 - b) planning for freight-supportive land uses¹⁷.
- Employment Areas, exclusive of Prime Employment Areas, in urban areas be designed and planned to:
 - a) Direct any permitted commercial uses to locations that support active transportation and are serviced by transit where that service is available;
 - b) Prohibit residential land uses and limit other sensitive land uses to preserve the long-term integrity of the Employment Area for uses that require these locations; and,
 - c) Integrate Employment Areas with adjacent non-employment areas and develop vibrant, mixed-use areas and innovation hubs, where appropriate.

The conversion of land in Prime Employment Areas to non-employment uses would be prohibited. Consideration of conversion of land in Prime Employment Areas to Employment Areas, or land in Employment Areas to non-employment uses, would be restricted to a Municipal Comprehensive Review, subject to criteria.

In Ajax, there are few if any large vacant parcels of employment land appropriate for low employment-generating uses, such as warehousing or logistics. It is a Town objective to maximize the employment generating capacity of its employment lands, particularly in locations that are well served by transportation infrastructure. The proposed Growth Plan's requirement to require additional low density warehousing and logistics in strategic locations along provincial highways would detract from that objective.

The Town intends to undertake a future study of the lands in the vicinity of Ajax Downs including the north side of Highway 401, west of Audley Road. This area is designated as a Special Study Area, signaling the Town's intent to explore the feasibility of an entertainment and recreation node as a destination for recreation, tourism, entertainment, commercial and employment activity. The study will provide specific long term recommendations for the area including the Slots at Ajax Downs and will address potential implications on the Town's existing and planned employment and commercial structure.

Due to revisions to the *Planning Act* that came into effect on July 1, 2016 under the *Smart Growth for our Communities Act, 2015*, the Town is no longer required during a Municipal Comprehensive

¹⁶ Defined as buildings, amenities or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges from nearby major facilities. For example, residences, day care centres and educational and health facilities.

¹⁷ In regard to land use patterns, freight-supportive means *transportation systems* and facilities that facilitate the movement of goods. This includes policies or programs intended to support efficient freight movement through the planning, design and operation of land use and *transportation systems*. Approaches may be recommended by the Province or based on municipal approaches that achieve the same objectives. In terms of moving goods, this is to assist implementation of the Province's 2016 Freight-Supportive Guidelines.

Review for the Town of Ajax Official Plan to open and revise the Employment Land policies and designations.

Active Transportation

The proposed Growth Plan includes a new definition and policies for Active Transportation. As one component of infrastructure to support growth, the proposed Growth Plan highlights using a "complete streets" approach to roadway design. It indicates that "*in the design, refurbishment or reconstruction of the existing and planned street network, a complete streets approach will be adopted that ensures the needs and safety of all road users, including pedestrians, cyclists and transit-users and operators, and drivers of cars and trucks are considered and appropriately accommodated.*"

It also revises policies to indicate that "Municipalities will develop and implement transportation demand management policies in official plans or other planning documents or programs to:

- a) Reduce trip distance and time;
- b) Increase the *modal share* of alternatives to the automobile, which may include setting *modal share* targets;
- c) Prioritize *active transportation*, transit and goods movement over single-occupant automobiles; and
- d) Target significant *trip generators*."

Staff support the revised policies which strengthen the status of various non-automobile modes of travel as a way to mitigate the pressure on the transportation system while helping to facilitate healthy and active lifestyles, reducing greenhouse gas emissions. Staff support the policies that would prioritize such investments where higher residential and employment densities are planned or in place. The requirement to consider these components in roadway design will help to reduce the likelihood that costly retrofits will necessary in the future. The Town of Ajax Official Plan and the Town of Ajax Transportation Master Plan Update (2013) contain policies and approaches which encourage TDM measures. TDM measures are also being examined through the Town's Comprehensive Zoning By-law Update which is currently underway.

Stormwater Management

The 2006 Growth Plan contained a policy encouraging municipalities to implement and support innovative stormwater management actions as part of redevelopment and intensification.

In Durham Region, responsibility for stormwater infrastructure and management primarily rests with local municipalities. The Region does not construct or fund stormwater management facilities or maintenance in Regional road and transit planning and environmental assessments. The Proposed Growth Plan contains new Stormwater Management policy that would impact development and intensification in Ajax. Policy 3.2.7 requires each municipality to develop a Stormwater Master Plan, or equivalent, for example, for the Ajax Urban Area, that:

- a) is informed by watershed planning;
- b) examines cumulative environmental impacts of stormwater from existing and planned development, including how extreme weather events exacerbate impacts;
- c) incorporates appropriate low impact development and green infrastructure
- d) identifies the need for stormwater retrofits, where appropriate;
- e) identifies the full life cycle costs of stormwater infrastructure, including maintenance costs, and develops options to pay for these costs over the long-term; and,
- f) includes an implementation and maintenance plan.

Further, Policy 3.2.7 would establish requirements for large-scale development proposals (i.e., secondary plans, plans of subdivision and vacant land plans of condominium, and resort development) to be supported by a Stormwater Management Plan or equivalent, that:

- a) is informed by a subwatershed plan or equivalent;
- b) uses an integrated approach (low impact development; green infrastructure);
- c) establishes planning, design and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion and impervious surfaces; and
- d) aligns with the applicable municipal Stormwater Master Plan.

Staff support the principle of comprehensive stormwater management planning described in the proposed Growth Plan polices that would plan and fund improvements to the quality and quantity of stormwater runoff.

Watershed Planning

Under Section 3 (Infrastructure to Support Growth), the Proposed Growth Plan states:

“A clean and sustainable supply of water is essential to the long-term health and prosperity of the region. There is a need to co-ordinate investment in water, wastewater and stormwater infrastructure to service future growth in ways that are fiscally sustainable and linked to the determination of how these systems are paid for and administered. Water infrastructure planning will be informed by watershed planning to ensure that water quality and quantity is maintained.”

The Proposed Plan promotes watershed planning, specifically to inform Municipal Comprehensive Reviews and proposed urban area expansions, as well as water and wastewater infrastructure master plans and stormwater management master plans. Watershed plans are intended to address flood risk vulnerability and provide the basis for identifying and protecting “water resource systems¹⁸”. These policies are supported.

Water Quality

In the Proposed Growth Plan, the Province refers to the *Great Lakes* legislation and the Great Lakes Strategy, incorporates the 2014 Provincial Policy Statement (2014 PPS) water policies, elevates the role of watershed planning and places Duffins Creek and its coastal marsh and the lower portion of Carruthers Creek and its coastal marsh in an Urban River Valley designation.

However, in the concurrent Review of the 2001 Oak Ridges Moraine Conservation Plan (Part IV), the Province has proposed introducing policy requiring measurement and consideration of impacts on the *assimilative capacity* of receiving waters for applicants for infrastructure development and demonstration that adequate assimilative capacity is available in receiving waters and will not be exceeded by major development.

Contaminants exist in treated sewage effluent and stormwater discharge. For example, phosphorus, pharmaceuticals, personal care products exist within wastewater effluent, while other contaminants can form part of stormwater runoff. The forecasted doubling of the GGH's population and employment to 2041 could worsen negative impacts on water quality. Investment

¹⁸ Defined as a system consisting of ground water features and areas and surface water features including shoreline areas, and hydrologic functions, which provide the water resources necessary to sustain healthy aquatic and terrestrial ecosystems and human water consumption. Such a system will include key hydrologic features and key hydrological areas.

in water and wastewater infrastructure is needed to curtail accumulating adverse impacts on the quality and quantity of the water that is fundamental to sustaining GGH communities.

An opportunity exists to amend the Proposed Growth Plan by requiring upper- and single-tier municipalities to prepare Receiving Water Assimilative Capacity (RWAC) studies that mitigate contaminants from these sources to the Great Lakes and ensure that growth is tied to investments in this infrastructure.

Comments on the Proposed Greenbelt Plan

The proposed Greenbelt Plan was released on May 10, 2016 for review and comment. The proposed changes to the Greenbelt Plan reveal that no lands are proposed to be removed from the Greenbelt. Both the Duffins Creek and the Carruthers Creek in Ajax are identified as Urban River Valleys and also include the associated Coastal Wetland Areas adjacent to Lake Ontario.

Carruthers Creek Headwaters

It appears from "Schedule 1: Greenbelt Plan Area" that Carruthers Creek may be the only Urban River Valley that does not have its headwaters protected by the Greenbelt. The Carruthers Creek headwaters is presently primarily characterized by prime agricultural lands (CLI Class 1).

Municipalities will be required to identify and protect "key hydrologic areas" ("significant groundwater recharge areas", "highly vulnerable aquifers", and "significant surface water contribution areas") and undertake "watershed planning" as a basis for identifying and protecting these areas. It is noted that the update to the Carruthers Creek Watershed Plan should recognize the "headwaters" as a key hydrologic area worthy of protection. The proposed Greenbelt Plan speaks to external connections by highlighting that river valleys that run through existing or approved urban areas and connect the Greenbelt to inland lakes and the Great Lakes, including areas designated as Urban River Valley, are a key component of the long-term health of the Natural System. Thus, the full length of Carruthers Creek should be protected by the Greenbelt, as it is a key component of the Natural Heritage System.

The Proposed Greenbelt Plan continues to state:

"The Greenbelt Plan identifies where urbanization should not occur in order to provide permanent protection to the agricultural land base and the ecological and hydrological features, areas and functions occurring on this landscape."

The Plan's Introduction has been revised to read as follows:

*"Within the vast majority of south-central Ontario and substantial portions of the GGH beyond the Greenbelt Area, there are extensive agricultural areas, natural and hydrologic features and functions, and other significant resources. **The lack of inclusion within the Greenbelt Area does not imply any lesser importance or recognition of the full array of natural environmental and resource attributes found in these areas.** Rather, all lands outside of the Greenbelt Area will continue to be governed by current, and potentially future, planning frameworks and regimes which manage land use in Ontario. **There may be specific areas identified in the future, including areas of ecological and hydrological significance, where it is considered appropriate to expand the Greenbelt to provide additional long-term protection.**" (emphasis added)*

The Province has left consideration of site-specific amendments to the Greenbelt Plan Boundary and mapping to a future process sometime after enactment of the Proposed Growth Plan and Proposed Greenbelt Plan. Consequently, staff have recommend in previous reports that Council

strongly urge the Province to add the lands associated with the Carruthers Creek headwaters to the 2016 Greenbelt Plan now, and not leave that decision to a future process.

At its meeting of September 23, 2016, the TRCA passed a resolution (A139/16) recommending that the policies for Growing the Greenbelt be amended such that headwater areas of the rivers and creeks within TRCA watersheds be designated as Greenbelt lands, especially those areas that are almost fully surrounded by other Greenbelt lands, such as those in the headwaters of the Carruthers Creek and the Rouge and Humber River watersheds. Staff fully support the TRCA resolution, which is consistent with staff's past recommendations for Growing the Greenbelt.

Further expansions to the Greenbelt should be viewed systematically, objectively and strategically to ensure that headwaters, groundwater recharge areas, vulnerable aquifers, and other important environmental features are preserved to provide permanent protection. The importance of protecting prime agricultural lands for a continued and growing agricultural industry should also be an important consideration.

Urban River Valleys

The applicable policies for the Urban River Valley designation only apply to publicly owned lands. Although the private lands within Urban River Valleys would be regulated by the respective conservation authority, they should also be included in the designation.

Agricultural System

The term "Agricultural System" has been redefined to include an Agricultural Support Network such as infrastructure, services and assets that support the viability of the agri-food sector, which would help the continued support the viability of agricultural uses in the Greenbelt.

Additional uses to be permitted on farms include on-farm diversified uses (e.g. agri-tourism) to provide more economically viable farming operations. Proposed policies encourage municipalities to implement strategies to sustain and enhance the Agricultural Support Network (e.g. opportunities to support local food/near-urban agriculture). These changes are positive.

Implications of Ontario Municipal Board Reform

There is an obvious connection between the proposed changes to these provincial Plans and potential future reforms to the Ontario Municipal Board. The implementation of these policies, on appeal, would fall under the purview of the Board. Municipalities and the Province should be free of the threat of the potential of appeals to official plans that have demonstrated compliance of provincial policies through lengthy and complex municipal comprehensive reviews.

FINANCIAL IMPLICATIONS:

None.

COMMUNICATION ISSUES:

None.

CONCLUSIONS:

There is general alignment between the proposed changes to the Greenbelt Plan and the Growth Plan, and the policies of the Town of Ajax Official Plan. The current Greenbelt Plan has served the Town well by reinforcing Ajax's fixed Urban Area Boundary and preserving the rural area. Prior to enactment of the 2005 Greenbelt Plan, significant funds were spent defending the Urban Area Boundary and protecting the rural area from proposals to develop urban land uses.

Inside the Ajax Urban Area, development is transitioning from greenfield development to more complex, intensive urban land uses. The Proposed Growth Plan supports more intensive growth within the Ajax Urban Area. This can be accommodated provided there is sufficient investment in the required supporting infrastructure to resolve servicing deficits before they become hindrances.

Staff support changes to the Greenbelt Plan that would bring the Carruthers Creek Headwaters into the Greenbelt, as recently recommended by the Toronto and Region Conservation Authority.

Gary Muller, MCIP, RPP
Acting Director, Planning & Development Services



The Corporation of the

Township of Uxbridge

In The Regional Municipality of Durham

OCT 26 '15 4:10:18

Town Hall
51 Toronto Street South
P.O. Box 190
Uxbridge, ON L9P 1T1
Telephone (905) 852-9181
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Web www.town.uxbridge.on.ca

C.S. - LEGISLATIVE SERVICES

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Take Appr. Action

October 21, 2016

Region of Durham
605 Rossland Road East
P.O. Box 623
Whitby, Ontario
L1N 6A3

Attention: Debi Wilcox, Regional Clerk

**RE: CO-ORDINATED REVIEW OF THE GROWTH PLAN, THE GREENBELT PLAN AND THE OAK RIDGES MORAIN CONSERVATION PLAN
TOWNSHIP FILE: D-00 G**

Please be advised that during the Regular meeting of General Purpose and Administration Committee on October 17th, 2016 the following motion was carried;

THAT the Planning and Economic Development Committee receive Report DS 47/16, Township Response to the Co-ordinated Review of the Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan, Proposed Growth Plan for the Greater Golden Horseshoe, 2016 – Environmental Bill of Rights Registry No. 012-7194, Proposed Greenbelt Plan, 2016 - Environmental Bill of Rights Registry No. 012-7195 and Proposed Oak Ridges Moraine Conservation Plan, 2016 - Environmental Bill of Rights Registry No. 012-7197 for information;

AND THAT Committee endorse Report DS-47/16 as the Township of Uxbridge's formal submission to the Province in response to the Environmental Bill of Rights (EBR) postings entitled Proposed Growth Plan for the Greater Golden Horseshoe (EBR No. 012-7194), Proposed Greenbelt Plan (EBR No. 012-7195), and proposed Oak Ridges Moraine Conservation Plan (EBR No. 012-7197);



AND THAT the Township Clerk be directed to forward this report and attachments to the Ministry of Municipal Affairs and the Clerk of the Region of Durham.

A copy of Report DS-47/16 of Elizabeth Howson, Macaulay Shiomi Howson has been attached for your consideration.

Yours truly,

(

Debbie Leroux
Director of Legislative Services/Clerk

/ljr
Enclosure



REPORT

DEVELOPMENT SERVICES

TO: Planning and Economic Development Committee

FROM: Elizabeth Howson, Macaulay Shiomi Howson Ltd.

DATE: October 17, 2016

REPORT: DS-47/16

FILE NO. N/A

SUBJECT: Township Response to the Co-ordinated Review of the Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan

Proposed Growth Plan for the Greater Golden Horseshoe, 2016 – Environmental Bill of Rights Registry No. 012-7194

Proposed Greenbelt Plan, 2016 - Environmental Bill of Rights Registry No. 012-7195

Proposed Oak Ridges Moraine Conservation Plan, 2016 - Environmental Bill of Rights Registry No. 012-7197

BACKGROUND:

The Province commenced a co-ordinated review of the following Provincial land use plans on February 27, 2015:

- Places to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) which is the Province's framework for building communities by better managing growth in the Greater Golden Horseshoe;
- Greenbelt Plan which identifies where urbanization should not occur in order to provide permanent protection to the agricultural land base and ecological features and functions;
- Oak Ridges Moraine Conservation Plan (ORMCP) which is designed to protect lands in the Oak Ridges Moraine from development; and,
- Niagara Escarpment Plan.

All of these plans are applicable to the Township of Uxbridge with the exception of the Niagara Escarpment Plan (See Map 1 showing the extent of the Greenbelt Plan and ORMCP). The Township Plan has been brought into conformity with

the current Growth Plan and the ORCMP. Policy guidance with respect to the lands in the Greenbelt Plan in the Township is primarily provided by the Region of Durham Official Plan (DROP). DROP has been brought into conformity with the Greenbelt Plan.

As part of the Provincial Plan review, comments have been requested on proposed amendments to the plans which are applicable to the Township - Growth Plan, Greenbelt Plan and ORMCP. The deadline to respond to these matters was initially September 30, 2016 but was extended to October 31, 2016.

The purpose of this report is to provide the Township's response to the proposed amendments. A summary of the proposed amendments is found in Report #2016-COW-34 of the Region of Durham which also outlines the Region's response to the proposed amendments (See Appendix A).

The proposed amendments are extensive although they do not represent a significant change in the general direction on which the Plans are based, rather the amendments build on the current approach and in some cases the changes clarify the intent and are considered to be positive (e.g. updating definitions in the Greenbelt Plan and ORMCP to align with each other as well as the Provincial Policy Statement and the Growth Plan as requested by the Township and others). However, significant concerns have been identified with a number of the proposed amendments as outlined below.

DISCUSSION:

The Region of Durham has carried out an extensive review of the proposed amendments to the Growth Plan, Greenbelt Plan and ORMCP and their report outlines the issues and concerns which are applicable across the Region (See Appendix A). Based on this detailed analysis the Region has made the following recommendations which appropriately reflect the concerns with the identified issues and which should be supported by the Township:

- "1) Environmental Bill of Rights Registry No. 012-7194 regarding the Proposed Growth Plan for the Greater Golden Horseshoe, 2016, including the following key comments and recommendations:
 - a. Hold off on establishing the intensification and density targets as proposed, and engage the upper- and single-tier municipalities to undertake a process to determine the appropriate targets that are reasonable to achieve the desired goal of building healthy and complete communities;
 - b. Prioritize the development of a definitive, standardized and non-appealable land needs methodology, and engage the upper- and

single tier municipalities to assist in the development of the methodology;

- c. Revise Schedule 5, Moving People- Transit, to incorporate refinements made by Metrolinx to The Big Move;
 - d. Revise Schedule 6, Moving Goods, to include:
 - i. The planned extension of Highway 404;
 - ii. The existing Highway 407 and 412 infrastructure; and
 - iii. The Port of Oshawa as a Major Port.
- 2) Environmental Bill of Rights Registry No. 012-7195 regarding the Proposed Greenbelt Plan, 2016, including the following key comments and recommendations:
- a. Establish a more clearly defined process to consider site specific requests for minor adjustments to the Greenbelt Plan Area boundaries, and that the Province complete this process in a transparent and consultative manner; and
 - b. Revise the Greenbelt Plan mapping in Pickering, to reflect the approved Urban Area Boundary in effect since 1993.
- 3) Environmental Bill of Rights Registry No. 012-7197 regarding the proposed Oak Ridges Moraine Conservation Plan, 2016, including the following key comments and recommendations:
- a. Prioritize the development of guidance materials for watershed planning and that the Province should develop this material in consultation with the upper- and single-tiers, including the Region and Conservation Authorities; and
 - b. Add a provision to the proposed Growth Plan to explicitly limit the expansion of Settlement Areas into Natural Core or Natural Linkage Areas of the ORM, or at a minimum, include a reference to the applicable provisions within the Oak Ridges Moraine Conservation Act.
- 4) Amendments Proposed to Multiple Provincial Plans, including the following key comments and recommendations:
- a. Add transition provisions with respect to area municipal official plan and secondary plan reviews that commenced prior to the proposed Provincial Plan amendments;
 - b. Reconsider the need for additional layers of agricultural and natural heritage systems mapping within the GTHA. However, if identification

and systems mapping is to be developed, the Province should develop these systems in consultation with the upper- and single-tiers, including the Region and Conservation Authorities;

- c. Take a greater leadership role in developing and monitoring regulations for the management of excess soil and fill;
- d. Increase the flexibility to exempt or reduce the scope of hydrological studies for agricultural buildings larger than 500 square metres;
- e. Establish a process or policies to consider the ability to extend municipal services to settlement areas within the Greenbelt, where circumstances warrant; and
- f. Prioritize the development of guidance materials for developing greenhouse gas inventories, targets and emission reduction strategies, and that the Province develop this guidance material in a transparent and consultative manner, including Regional involvement.”

In addition to the Region’s comments and recommendations, while the Township has always been, and remains, supportive of the general goals and objectives of the Provincial Plans, a number of the significant issues have arisen in the implementation of the Plans in the Township, particularly the Greenbelt Plan and ORMCP. These are reflected in the following comments and recommendations.

The Township raised these issues as part of Phase 1 of the Co-ordinated Review. A number of the Township’s concerns have been addressed through the proposed amendments, in particular it is noted that the Greenbelt Plan is to be amended to allow expansion of settlement area boundaries in accordance with section 2.2.8 of the Growth Plan. However, there are still a number of issues which have not been addressed, or which have not been addressed in an appropriate manner as follows:

1. Provide greater recognition of existing uses in the ORMCP and Greenbelt Plans and permit expansion where appropriate

The Township of Uxbridge is located entirely within the Greenbelt Plan and the ORMCP. The potential for any economic development is extremely limited as a result. It is important therefore not to put unnecessary barriers in the way of the minimal amount of development which can occur or to compensate the Township for the stewardship role it is required to play. In particular, greater recognition is

needed for existing uses and expansion should be permitted where appropriate. Expansion of the use not just existing buildings and structures is a specific issue.

Of particular concern, is the fact that the Township has a number of legally existing ski hills, golf courses and other recreational uses, as well as existing industrial uses, located outside the Uxbridge Urban Area with most of these being located in the Natural Core and Natural Linkage areas of the ORMCP. The locations of the ski hills, golf courses and recreational uses reflect topographical and natural features suitable for these uses. The industrial uses reflect historical development. The ORMCP is based on the outdated premise that these uses should not be recognized as legal permitted use in the zoning by-law and that they will disappear over time. This causes legal and financial issues for these uses, and removes the ability of the Township to establish appropriate regulations for these on-going uses, and does not reflect the reality that they show no indication that they will cease to exist any time in the foreseeable future. Currently no changes are proposed to the ORMCP existing use policies to address this issue.

The Greenbelt Plan does permit recognition of existing uses and that permission has been expanded to all existing uses in the proposed amendments. However, the Greenbelt Plan still puts significant constraints on expansion of such uses, although the proposed amendments do provide some additional flexibility in this regard.

It is important that the ORMCP be revised to allow the Township to recognize existing uses in the Zoning By-law not just as legal non-conforming uses but as permitted zoned uses, and to allow for expansion of such uses, not just buildings and structures, where appropriate. In addition, the policies of the Greenbelt Plan also need to be further reconsidered to allow for some additional flexibility with respect to changes to existing uses.

2. Hamlet development should include minor rounding out

The Township includes a number of hamlet areas. Five (Udora, Leaskdale, Zephyr, Sandy Hook and Sandford) located in the Greenbelt Plan area and four (Siloam, Goodwood, Coppins Corners and Glasgow) in the ORMCP. Each hamlet is unique, but in all cases the amount of development permitted is very limited. However, the hamlet plans which have prepared and which have been in place for many years do where appropriate provide for some minor rounding out in certain instances. Complete prohibition of minor rounding out as is now proposed for the Greenbelt Plan and the ORMCP is unnecessarily restrictive given the general direction regarding the type of, and limits on, development permitted in such settlements. Evaluation of such proposals for minor rounding out should instead occur based on the local context and good planning principles within the framework provided by the applicable Provincial Plan and local official plan.

3. Uxbridge needs opportunities to accommodate long-term economic development

For historical reasons, the Township's industrial development has been focused in two rural employment areas. These two areas are rapidly filling up. To ensure that Uxbridge continues to develop as a complete community in accordance with the objectives of the PPS and the Growth Plan, consideration needs to be given to the potential for the establishment of additional employment land. This would appear to require either expansion of the Uxbridge Urban Area or one of the existing rural employment areas.

The proposed amendments to the Greenbelt Plan would permit the potential for expansion of the Urban Area in the context of a municipal comprehensive review and also take into consideration servicing constraints. However, no consideration would be permitted for expansion of the existing rural employment areas even though one of the areas is serviced with a Regional water system.

The Growth Plan contains a detailed approach to the expansion of settlement boundaries. The Province should consider permitting the potential for the designation of additional employment lands in Uxbridge through a municipal comprehensive review which would consider not just an expansion of the existing Uxbridge Urban Area but also of the existing rural employment areas. Such a process should consider the designations in the Greenbelt Plan and ORMCP, but should determine the most appropriate location for employment uses based on a detailed planning analysis in conformity with the Growth Plan and PPS 2014, regardless of the Greenbelt Plan and ORMCP Plan designations (other than those in the ORMCP Natural Core Area). Otherwise consideration should be given to compensation for the Township for the stewardship role it is required to play.

4. Do not mandate process for process sake

Municipalities and conservation authorities are extremely knowledgeable about their communities. The policies of the Greenbelt Plan and ORMCP should be modified to allow municipalities the ability to apply natural heritage protection and other policies in a way that allows a scoped approval process where development is proposed which involves small-scale low impact activities. Such an approval process may still require some technical studies or may just require a site visit by the municipality and agency depending on the circumstances. The test should be whether the study is necessary for the proposed scale of development. There are too many stories of applicants required to do unnecessary and expensive studies at significant cost including unnecessary costs to the municipality and conservation authority to review the study. The proposed amendments impose additional studies such as agricultural impact studies rather than considering a more streamlined process. This makes it all the

more important to allow for discretion at the municipal level as to the precise study requirements.

5. Province needs to lead by example

The PPS and Growth Plan mandate that new development should achieve efficient and resilient development and land use patterns. As part of this new urban development is directed to settlement areas and intensification is given a priority over greenfield development. However, many uses developed or funded by the Province are being developed using standards that are not efficient or resilient. The size of new school sites is increasing not decreasing; major surface parking lots for major transportation facilities are being proposed and land allocated for new hospitals is significantly more than existing sites. In addition, where municipalities such as Uxbridge seek funding from the Province for projects to allow for intensification in the Downtown (an intensification area and local centre) through a culvert improvement facility in conformity with the Growth Plan, they are turned down because they are managing their limited financial resources too well.

Alignment between the mandates of provincial ministries beyond the Ministry of Municipal Affairs and Housing with the Growth Plan and PPS is necessary to achieve intensification targets. Other provincial ministries (e.g. Transportation, Education, Finance) and agencies (e.g. Metrolinx) must be directed to develop facilities and criteria for the evaluation of financing for municipal projects which fit an urban context not the traditional, land consumptive suburban models. Provincial investment in infrastructure should support policy directions in the Growth Plan.

6. Transit Supportive and Affordable Housing Initiatives are Required

The Township is focusing almost all new residential development in the Uxbridge Urban Area and considerable intensification has taken place or is planned. However, despite this fact, there has been no meaningful increase in transit investment and housing affordability is a major concern. Consideration needs to be given to addressing both these issues to ensure that the implementation of the Growth Plan creates complete liveable communities.

7. Site Specific requests

The Township has had a number of unique site specific requests related to a few properties in the Township. These proposals in many cases involved existing developed sites with specific uses which could not be anticipated by the Greenbelt Plan or ORMCP (e.g. art gallery, storage of heritage structural elements). Modifications to the Greenbelt Plan and ORMCP to allow the Township to review such proposals in the context of the general plan framework

and to establish appropriate regulations through the zoning by-law should be considered.

RECOMMENDATION

1. THAT Report DS 47/16, Township Response to the Co-ordinated Review of the Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan

Proposed Growth Plan for the Greater Golden Horseshoe, 2016 – Environmental Bill of Rights Registry No. 012-7194

Proposed Greenbelt Plan, 2016 - Environmental Bill of Rights Registry No. 012-7195

Proposed Oak Ridges Moraine Conservation Plan, 2016 - Environmental Bill of Rights Registry No. 012-7197

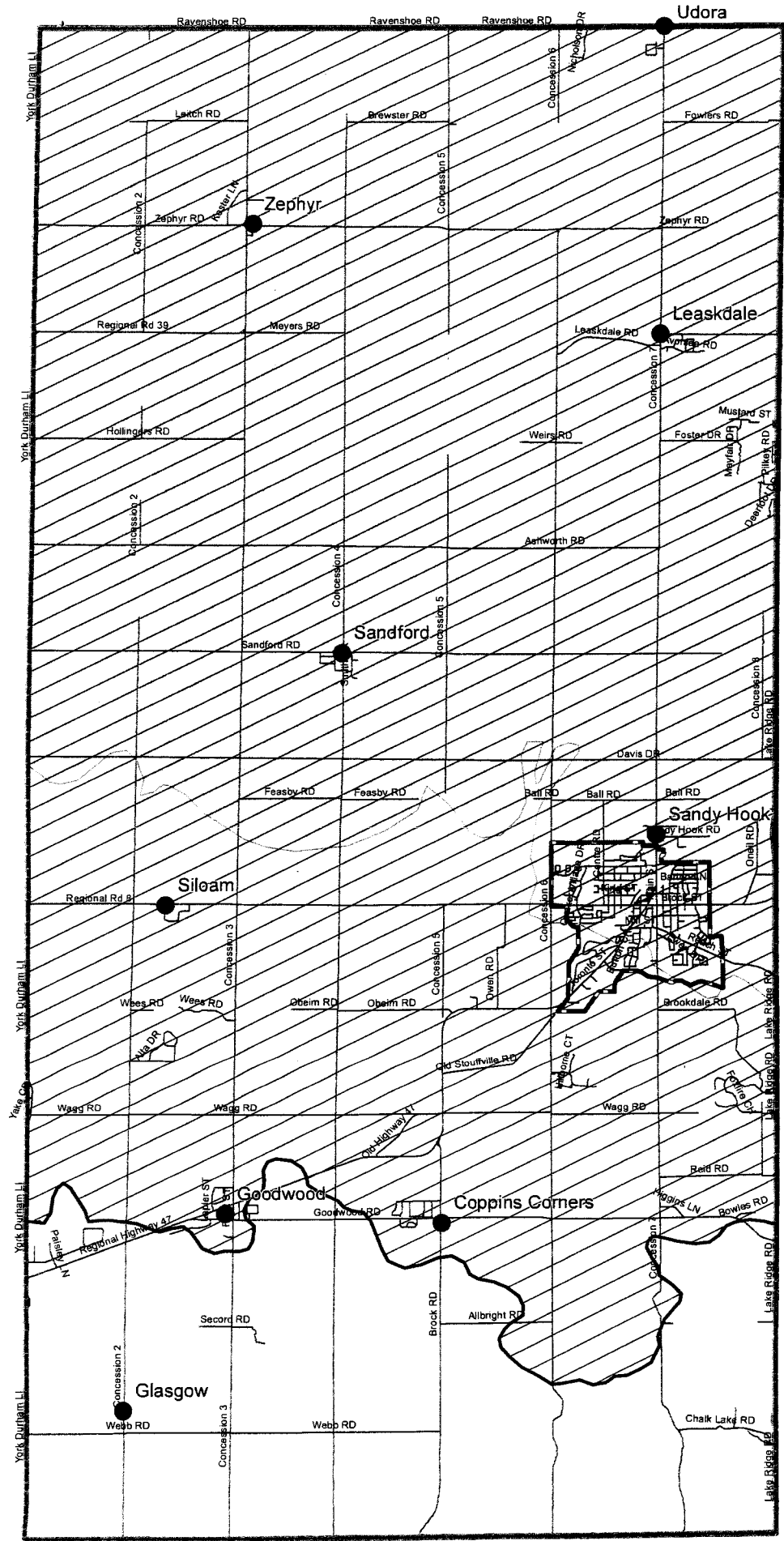
dated October 17, 2016 be received for information;

2. AND THAT Council endorse Report DS-47/16 as the Township of Uxbridge's formal submission to the Province in response to the Environmental Bill of Rights (EBR) postings entitled Proposed Growth Plan for the Greater Golden Horseshoe (EBR No. 012-7194), Proposed Greenbelt Plan (EBR No. 012-7195), and proposed Oak Ridges Moraine Conservation Plan (EBR No. 012-7197);
3. AND THAT the Township Clerk be directed to forward this report and attachments to the Ministry of Municipal Affairs and the Clerk of the Region of Durham.

Submitted by:

Elizabeth Howson, MCIP, RPP
Macaulay Shiomi Howson Ltd.

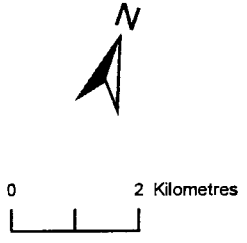
Map 1 Township of Uxbridge Community Structure & Provincial Plan Areas



Legend

- Hamlets
- ▭ Township of Uxbridge Boundary
- ▭ Uxbridge Urban Area Boundary
- ▭ Oak Ridges Moraine Conservation Plan Area
- ▭ Greenbelt Plan Area
- ▭ Lake Simcoe Protection Act Watershed Boundary

Note: This map is provided for information purposes only and does not form part of the Official Plan



Appendix A

Region of Durham Recommendations



The Regional Municipality of Durham Report

To: The Committee of the Whole
From: Commissioner of Planning and Economic Development
Report: #2016-COW-34
Date: October 5, 2016

Subject:

Durham Region's Response to the Co-ordinated Review of the Growth Plan for the Greater Golden Horseshoe, Greenbelt Plan and Oak Ridges Moraine Conservation Plan, File L35-03

Proposed Growth Plan for the Greater Golden Horseshoe, 2016 – Environmental Bill of Rights Registry No. 012-7194

Proposed Greenbelt Plan, 2016 – Environmental Bill of Rights Registry No. 012-7195

Proposed Oak Ridges Moraine Conservation Plan, 2016 – Environmental Bill of Rights Registry No. 012-7197

Recommendation:

THAT the Committee of the Whole recommends to Regional Council that Report #2016-COW-34 be endorsed and submitted to the Ministry of Municipal Affairs as Durham Region's response to:

- 1) Environmental Bill of Rights Registry No. 012-7194 regarding the Proposed Growth Plan for the Greater Golden Horseshoe, 2016, including the following key comments and recommendations:
 - a. Hold off on establishing the intensification and density targets as proposed, and engage the upper- and single-tier municipalities to undertake a process to determine the appropriate targets that are reasonable to achieve the desired goal of building healthy and complete communities;
 - b. Prioritize the development of a definitive, standardized and non-appealable land needs methodology, and engage the upper- and single-tier municipalities to assist with the development of the methodology;
 - c. Revise Schedule 5, Moving People – Transit, to incorporate refinements

made by Metrolinx to The Big Move;

- d. Revise Schedule 6, Moving Goods, to include:
 - i. The planned extension of Highway 404;
 - ii. The existing Highway 407 and 412 infrastructure; and
 - iii. The Port of Oshawa as a Major Port.
- 2) Environmental Bill of Rights Registry No. 012-7195 regarding the Proposed Greenbelt Plan, 2016, including the following key comments and recommendations:
- a. Establish a more clearly defined process to consider site specific requests for minor adjustments to the Greenbelt Plan Area boundaries, and that the Province complete this process in a transparent and consultative manner; and
 - b. Revise the Greenbelt Plan mapping in Pickering, to reflect the approved Urban Area Boundary in effect since 1993.
- 3) Environmental Bill of Rights Registry No. 012-7197 regarding the Proposed Oak Ridges Moraine Conservation Plan, 2016, including the following key comments and recommendations:
- a. Prioritize the development of guidance materials for watershed planning and that the Province should develop this material in consultation with the upper- and single-tiers, including the Region and Conservation Authorities; and
 - b. Add a provision in the proposed Growth Plan to explicitly limit the expansion of Settlement Areas into Natural Core or Natural Linkage Areas of the ORM, or at a minimum, include a reference to the applicable provisions within the Oak Ridges Moraine Conservation Act.
- 4) Amendments Proposed to Multiple Provincial Plans, including the following key comments and recommendations:
- a. Add transition provisions with respect to area municipal official plan and secondary plan reviews that commenced prior to the proposed Provincial Plan amendments;
 - b. Reconsider the need for additional layers of agricultural and natural heritage systems mapping within the GTHA. However, if the identification and systems mapping is to be developed, the Province should develop these systems in consultation with the upper- and single-tiers, including the Region and Conservation Authorities;

- c. Take a greater leadership role in developing and monitoring regulations for the management of excess soil and fill;
 - d. Increase the flexibility to exempt or reduce the scope of hydrological studies for agricultural buildings larger than 500 square metres;
 - e. Establish a process or policies to consider the ability to extend municipal services to settlement areas within the Greenbelt, where circumstances warrant; and
 - f. Prioritize the development of guidance materials for developing greenhouse gas inventories, targets and emission reduction strategies, and that the Province develop this guidance material in a transparent and consultative manner, including Regional involvement.
- 5) A copy of Report #2016-COW-34 be forwarded to the Ministries of Municipal Affairs, Housing, Natural Resources and Forestry, and Durham's area municipalities.
-

Report:

1. Purpose

- 1.1 The purpose of this report is to respond to the Ministry of Municipal Affairs' request for comments on proposed amendments to Ontario's Growth Plan for the Greater Golden Horseshoe (Growth Plan); Greenbelt Plan; and Oak Ridges Moraine Conservation Plan (ORMCP). The deadline to respond to these matters was extended from September 30th, to October 31, 2016.
- 1.1 This report provides an overview of the key proposed amendments, and provides a Regional response to each.

2. Overview of the Proposed Amendments

- 2.1 According to the respective Environmental Bill of Rights Registry postings, the proposed amendments, if passed, would:

Growth Plan

- Provide more detailed policy direction that would support the achievement of complete communities and require municipalities to plan for sustainable and livable communities;
- Increase the minimum intensification target from 40 per cent to 60 per cent of residential development within the built up area;
- Increase the minimum density target for designated greenfield areas from 50 to 80 residents and jobs per hectare;
- Identify specific minimum density targets for major transit station areas based on the type of transit existing or planned for;

- Require municipalities to identify and protect “prime employment areas”;
- Establish a standard methodology for assessing land needs;
- Clarify criteria for settlement area boundary expansions;
- Support the achievement of complete communities that mitigate climate change impacts, build resilience, reduce greenhouse gas emissions and contribute towards the achievement of net-zero communities;
- Provide direction on integrated planning for infrastructure and requirements for financial, environmental and infrastructure planning analysis;
- Require municipalities to undertake water, wastewater and stormwater master plans, informed by watershed planning, when planning for future growth;
- Encourage the co-location of different types of linear infrastructure (e.g. roads, railways, pipelines, high voltage lines, etc.) in the same corridors, where appropriate;
- Require municipalities to undertake watershed planning to identify and protect water resource systems;
- Identify an “Agricultural System” for the whole Greater Golden Horseshoe (GGH) wherein municipalities must assess and minimize impacts on the “Agricultural System” to support and enhance the long-term economic prosperity and viability of the agri-food sector;
- Encourage municipalities to develop soil re-use strategies and include sustainable soil management practices in planning approvals;
- Require municipalities to integrate climate change policies into municipal official plans and to conduct climate change vulnerability risk assessments for infrastructure to increase resilience; and
- Encourage municipalities to develop greenhouse gas inventories, emission reduction targets and related performance measures.

Greenbelt Plan

- Recognize the “Agricultural Support Network”;
- Permit more “on-farm diversified uses” and flexibility for larger “agriculture-related uses”;
- Require agricultural impact assessments to mitigate and minimize impacts on agricultural lands and operations;
- Require municipalities to identify and protect “key hydrologic areas” (e.g. highly vulnerable aquifers);
- Require municipalities to consider the Great Lakes Strategy as part of watershed planning and waterfront planning initiatives;
- Require watershed planning to inform decisions on development, settlement area boundary expansions and planning for water, wastewater and stormwater infrastructure;
- Exempt agricultural buildings from a natural heritage or hydrologic evaluation, subject to minimizing ecological impacts;
- Encourage the development of settlement areas as complete communities and for community hubs;

- Require municipalities to integrate climate change considerations into planning and managing growth;
- Require subwatershed plans when considering settlement area boundary expansions;
- Remove the policy that allowed minor rounding out of Hamlet boundaries;
- Encourage the development of soil re-use strategies and use of best practices for managing excess soil and fill;
- Require that planning for growth be undertaken in an integrated and coordinated manner with land use and master planning;
- Encourage municipalities to increase the resiliency of infrastructure and use green infrastructure to reduce risks and costs associated with extreme weather events;
- Revise cultural heritage conservation policies to more closely align with the Provincial Policy Statement, 2014 (PPS), including the consideration of interests of First Nations and Metis communities; and
- Add a new section to outline ways to grow the Greenbelt, including the addition of Urban River Valley areas.

ORMCP

- Recognize the importance of the protection of natural areas for mitigating and reducing the impacts of climate change;
- Support the conservation of cultural heritage resources;
- Permit “on-farm diversified uses” and “agriculture-related uses”, where appropriate;
- Provide for agricultural related buildings to be exempt from natural heritage and hydrological evaluations, subject to minimizing ecological impacts, where buildings are less than 500 square metres in area (i.e. non-major development);
- Require watershed plans to include an evaluation of assimilative capacity of the watershed and to assess climate change impacts;
- Require water budgets and conservation plans to identify climate change impacts;
- Align lot creation policies with the PPS;
- Align the rehabilitation of mineral aggregate operations in prime agricultural areas with the PPS;
- Require municipalities to use best practices for managing excess soil and fill generated during development;
- Require major recreational uses to consider, avoid or mitigate impacts on agricultural operations;
- Require the siting of trails away from prime agricultural areas and agricultural operations;
- Require new infrastructure to be supported by appropriate studies, and demonstrate adequacy of water supply and assimilative capacity, as well as address greenhouse gas emissions and adaptation to climate change impacts;
- Require stormwater master plans for settlement areas;

- Add provisions to encourage the development of settlement areas as complete communities and for community hubs;
- Require that boundary changes for settlement areas be considered only as part of a municipal comprehensive review; and
- Encourage municipalities to undertake infrastructure vulnerability risk assessments and to use green infrastructure as a climate change adaptation measure.

3. Key Amendments Proposed to the Growth Plan

- 3.1 While there are many positive changes to the Growth Plan that can be supported, there are also some significant problems with certain proposed amendments that make it impossible to know the impacts on, and implications for Durham's communities. The following provides an overview with respect to these concerns.

Intensification and Density Targets

- 3.2 The Province is proposing to increase the residential intensification target within the designated built boundary from 40 per cent to 60 per cent.
- 3.3 The uniform requirement for 60 per cent intensification appears to be an arbitrary "one size fits all" application with no attention to any respective municipality's ability to accommodate the future growth within the same limited geographic area that was established ten years ago. For Durham, the area of land within the designated built-up area is much smaller than some other Greater Toronto and Hamilton Area (GTHA) Regions, but the number of residents and jobs required to fit within that geography is comparable. Therefore, some Regions may be able to achieve the intensification requirements more easily than Durham, where achieving the 60% intensification target within the built boundaries will be a challenge.
- 3.4 The Province is proposing that lower-tier municipalities with an Urban Growth Centre (i.e. Pickering and Oshawa) will have a minimum intensification target that is equal to or higher than 60 per cent. Based on meetings with area municipal staff, and as noted in Oshawa's Report DS-16-145 on the proposed changes, municipalities are already facing challenges achieving the intensification rates for each area municipality as allocated in the Regional Official Plan (ROP).
- 3.5 The Province is also proposing to increase the minimum density target for designated greenfield areas (i.e. urban lands outside of the built boundary) from 50 residents and jobs combined per hectare to 80 residents and jobs combined per hectare, measured across the entire greenfield area. Unlike the new provisions for intensification which take effect once the next municipal comprehensive review has been completed, the amended target for greenfield density will be effective immediately upon the approval of the new Growth Plan.
- 3.6 The proposed increase to greenfield densities causes a number of concerns. Firstly, since the built boundary is not changing, the area that is considered greenfield includes many lower density neighbourhoods that were planned before even the last

Growth Plan density target of 50 residents and jobs combined per hectare was in place. As a result, a large proportion of the designated greenfield is either developed or committed for development at densities that are at or below 50 residents and jobs combined per hectare. As a result, the density for new areas necessary to compensate for the lower densities will far exceed 80 to make up for the difference. To put this into perspective, one must try to visualize new development around the existing hamlet of Columbus at densities approaching those of downtown Oshawa today. Since the new density requirements would take effect upon the approval of the new Growth Plan, any lands not yet subject to a registered or draft approved plan would be subject to the new policies.

- 3.7 Including both population and jobs in the calculations of density will continue to create challenges, even though “prime employment areas” are proposed to be exempt. At this time it is unclear how much of the existing and potential future designated Employment Areas within the ROP will be considered “prime”. Generally, employment areas are at a much lower density than 80 jobs per hectare (Durham average = 36 jobs per net hectare). As a result, the residential densities must be higher to compensate for the lower employment densities.
- 3.8 A related concern is that the resulting higher density neighbourhoods to be established at the edges of existing lower density neighbourhoods will not be supported by necessary infrastructure (i.e. transit) in the early stages of development. This could cause a misalignment of infrastructure need and spending to address community expectations. Directing higher density development to the greenfield areas could also undermine the Region’s efforts to get more transit supportive development in designated Regional Centres and along Regional Corridors.
- 3.9 Substantial increases in densities also have potential financial implications. Municipalities have been planning their infrastructure to accommodate the density targets of the current Growth Plan. Infrastructure constructed under these assumptions may not accommodate the new density targets in the proposed amendments.
- 3.10 There is risk of significant financial challenges if the Region cannot achieve the density targets established by the Province. If the Region constructs infrastructure to accommodate the future growth targets identified in the proposed amendments, and the development does not materialize, the Region will not collect the necessary funding (development charges) to finance the infrastructure. This will put pressure on future property taxes and water and sewer user rates, and presents a risk of stranded and underutilized infrastructure.
- 3.11 Finally, the Province is proposing new density targets for Major Transit Station Areas, which would include:
 - 160 residents and jobs combined per hectare for areas served by bus rapid transit; and

- 150 residents and jobs combined per hectare for areas served by express rail on the GO Transit network.
- 3.12 In addition, the definition of a “major transit station area” is proposed to be amended to include the station “or stop”. Therefore, as proposed, it appears that the requirements for 160 residents and jobs per hectare would apply to every transit stop along the planned route of the Highway 2 BRT (Pulse Route) from Pickering to Oshawa. While the requirement to plan for higher densities around transit stations is supported, there must be flexibility to apply the applicable density to key transit stops, not all stops along a route.
- 3.13 **Therefore, with respect to the proposed changes to the Growth Plan, it is recommended that the Province hold off on establishing the intensification and density targets as proposed, and engage the upper- and single-tier municipalities to undertake a process to determine the appropriate targets that are reasonable to achieve the desired goal of building healthy and complete communities.** It is noted that preliminary discussions have been initiated with the Province and the upper- and single-tier municipalities in this regard.

Land Needs Methodology

- 3.14 The Province is proposing to develop a consistent land budget methodology to determine urban land needs at the time of a municipal comprehensive review exercise.
- 3.15 While the Region supports the need for a consistent methodology, Provincial staff have indicated that this methodology may not be released until 2018, and there is no indication of the process by which it will be developed.
- 3.16 The Region should be involved in a meaningful consultation process to develop the land needs methodology. This process needs to begin as soon as possible, as there are implications on timing for the upper- and single-tier municipalities across the GGH in completing their next municipal comprehensive review.
- 3.17 In addition, municipalities throughout the GGH collectively spent millions of dollars preparing and defending the results of their land needs assessments at the Ontario Municipal Board during conformity exercises for the current Growth Plan. It would be prudent to make the results of calculations undertaken as part of a land needs assessment process approved by the Province exempt from appeal to the Ontario Municipal Board.
- 3.18 **Therefore, it is recommended that the Province prioritize the development of a definitive, standardized and non-appealable land needs methodology, and engage the upper- and single-tier municipalities to assist with the development of the methodology.**

Integrated Planning

- 3.19 The Province has indicated that it may provide further direction on integrated planning for infrastructure and requirements for financial analysis. When the Province uses the term “integrated planning”, it refers to coordinating infrastructure planning, land use planning and infrastructure investment.
- 3.20 Integrated planning is already taking place in Durham Region. The Region conducts long-term planning studies (10-year forecast) on an annual basis which identifies current and future growth patterns and the capital/financing needs also incorporates asset management requirements and climate change. These studies are approved by Regional Council and provide the necessary input into the Region’s annual Business Plans and Budgets. The Region also completes longer-term capital/financing studies for development charge by-laws (up to 20-year forecast).
- 3.21 The Province must ensure that any proposed amendments do not hinder municipalities from continuing to complete their own integrated planning exercises. In addition, the Province must ensure that proposed amendments do not diminish the ability for municipalities to recover growth related capital costs and allow municipalities to select its own fiscal measures to support intensification which best suits its local circumstance. Municipalities face fiscal constraints with limited opportunities to generate revenue, and should not be required to cover the cost of infrastructure enhancements to meet provincially mandated intensification targets through property taxes.
- 3.22 In addition, the Province should implement the following changes, not currently contemplated by the proposed amendments:

Moving People

- 3.23 According to Schedule 5 (Moving People – Transit) of the proposed Growth Plan, the only priority transit corridor in Durham corresponds to the Lakeshore East GO Rail line to the existing Oshawa station. Schedule 5 should align more closely with Metrolinx’s Regional Transportation Plan (The Big Move), to at least include planned higher order transit corridors. Within Durham, the following corridors should be added to the schedule as priority transit corridors, as these will become areas of focus for planning and intensification to 2041 and beyond:
- Highway 2 Bus Rapid Transit (BRT) corridor from Scarborough Centre to Downtown Oshawa via Ellesmere Road and Highway 2;
 - Simcoe Street, from Highway 407 to the Central Oshawa GO Station;
 - Taunton Road (Durham continuation of Steeles Avenue), from the York/Durham Boundary to Simcoe Street; and
 - Brock Road, from Highway 407 to Bayly Street.
- 3.24 Further, a proposed higher order transit corridor designation should be added to the schedule to capture projects which have significant potential in supporting intensification around major transit station areas, but are not priority transit corridors. For Durham, the Lakeshore East GO Rail Extension to Bowmanville project should

be added to the schedule.

- 3.25 **Therefore, it is recommended that Schedule 5, Moving People – Transit, be revised to incorporate refinements made by Metrolinx to The Big Move.**

Moving Goods

- 3.26 The extension of Highway 404, beyond its current terminus at Woodbine Avenue in York Region, is an important piece of planned infrastructure to accommodate growing commuter and recreational traffic, as well as goods movement in the northern areas of Durham and York, and should be illustrated on Schedule 6, Moving Goods.
- 3.27 In addition, the Highway 407 extension, between Brock Road and Harmony Road, as well as Highway 412, should be shown as Existing Major Highways instead of Highway Extensions, as these facilities are now open to traffic.
- 3.28 Finally, the Port of Oshawa is a significant commercial port, and should be identified on Schedule 6 as a Major Port.
- 3.29 **Therefore, it is recommended that Schedule 6, Moving Goods, should be revised to include:**
- **The planned extension of Highway 404;**
 - **The existing Highway 407 and 412 infrastructure; and**
 - **The Port of Oshawa as a Major Port.**
- 3.30 The proposed amendments to the Growth Plan that are generally supported are as follows:
- Streamlining and aligning the policy framework with the PPS, and other Provincial Plans, where appropriate;
 - Developing a consistent land budget methodology to assess land needs to accommodate forecasted growth to the horizon of the Plan;
 - Providing further clarification on features/areas to be netted-out from the calculation of density targets, including natural heritage features, certain infrastructure rights-of-way, and prime employment areas;
 - Requiring municipalities to identify and designate suitable lands as prime employment areas to be protected over the long-term;
 - Requiring municipalities to integrate active transportation networks into transportation planning to provide continuous linkages, where appropriate;
 - Encouraging the co-location of linear infrastructure and ensure that existing and planned corridors would be protected in accordance with the PPS; and
 - The Province developing a set of performance indicators to measure the implementation of the policies in this Plan provided the performance indicators are developed in consultation with the upper- and single-tier municipalities and are delivered in a timely manner.

4. Key Amendments Proposed to the Greenbelt Plan

- 4.1 Generally, the Greenbelt Plan provides a good policy basis for enhancing the protection of the natural environment and agricultural land base, supporting near urban food production and long-term food security. Many of the proposed amendments generally seek to strengthen those protections, enhance the recognition and viability of the broader agricultural support network, as well as align the Greenbelt Plan with other Provincial Plans.
- 4.2 Proposed amendments related to the following are generally supported:
- Updating definitions to align with the PPS, ORMCP and Growth Plan;
 - Ensuring proposed agriculture-related uses and on-farm diversified uses are compatible with and will not hinder surrounding agricultural operations;
 - Clarifying that the Provincial “Guidelines on Permitted Uses in Ontario’s Prime Agricultural Areas” applies to lands within the Greenbelt Plan Area; and
 - Acknowledging agriculture as the predominant land use, and an important economic driver in the Greenbelt.
- 4.3 The following provides an overview of concerns with proposed amendments to the Greenbelt Plan.

Urban River Valleys

- 4.4 The Province is proposing to add many of the major watercourses between the Greenbelt and Lake Ontario (the external connections shown on Schedules 1, 2 and 4 of the Greenbelt Plan) and several coastal “wetlands” into the Greenbelt Plan as Urban River Valley areas. Within Durham, this would apply to publicly owned lands within the following:
- Pickering – Duffin Creek;
 - Ajax – Duffin and Carruthers Creeks;
 - Whitby – Lynde Creek;
 - Oshawa – Oshawa, Harmony, Black and Farewell Creeks; and
 - Clarington – Black, Farewell, Bowmanville, Soper, Wilmot and Graham Creeks.
- 4.5 The general intent of Urban River Valleys supports the Province’s commitment to protecting, supporting and growing the Greenbelt, and is therefore reasonable. However, the Urban River Valley policies, as proposed:
- Results in a patch-work approach to designating and protecting Urban River Valleys and coastal wetlands, and therefore does not promote a continuous and contiguous extension of the Greenbelt;
 - Creates a perceived inequality between public and private lands along Urban River Valleys; and
 - Does not offer any additional policy-supported protection to valley lands or

coastal wetlands, above what is already achieved through existing Regional and/or area municipal Official Plan policies and Conservation Authority regulations.

Greenbelt Area Boundary

- 4.6 As a component of the Review, the Province is currently undertaking two separate initiatives to:
- Consider possible expansion of the Greenbelt outside of the GTHA where important water resources are under pressure from urban growth (Growing the Greenbelt); and
 - Respond to site specific requests by determining if further refinements to the Greenbelt are required (Response to Site Specific Requests).
- 4.7 The Growing the Greenbelt Provincial Working Group has begun the process to identify areas for inclusion in the Greenbelt outside the GTHA. Provincial staff are gathering existing provincial data, and are meeting with municipalities and conservation authorities to seek additional local data to further assist with analysis. The Province intends to complete the process of identifying lands for addition to the Greenbelt by the end of this year.
- 4.8 The Provincial Working Group responding to site specific requests has begun reviewing and assessing site specific requests for further refinements to the Greenbelt that may potentially take lands out of the Greenbelt Area. Provincial staff are collecting technical information from municipalities, conservation authorities and landowners in the GTHA to determine if further refinements are required to achieve the natural heritage protection objectives of the Greenbelt. More specifically, the group is reviewing areas where, due to the scale of the original mapping, refinements may be appropriate. For example, situations may include where:
- The Greenbelt boundary is intended to provide a buffer to a feature, but actually passes through a building;
 - A bend in the river that is to be protected is outside the Greenbelt boundary; and
 - Portions of a property at the edge of a hamlet where part of the backyard was captured within the boundary.
- 4.9 Provincial staff have indicated that they expect any adjustments resulting from this technical review to be minor. If any changes are deemed necessary, the public will be consulted on the lands that are identified prior to any changes being made.
- 4.10 While the intent of a technical review of potential refinements to the Greenbelt boundary is consistent with previous requests of the Region to establish a process to consider minor boundary revisions, the current approach by the Province does not establish a clearly defined process to consider minor adjustments to the boundaries of the Greenbelt Plan Area at the site or localized level.

- 4.11 There is concern that the Province's current approach to responding to site specific requests is:
- Limited in scope to those who participated in the Review's first phase of consultations specifically those who made site specific submissions;
 - The criteria by which this Working Group is reviewing potential refinements to the Greenbelt boundary is not fully transparent to all stakeholders; and
 - That the process by which these site specific requests are being reviewed is subject to limited public consultation.
- 4.12 The Region must be involved in whatever process is established by the Province in order to ensure Regional interests are considered and that previous positions of Regional Council are taken into account.
- 4.13 **Therefore, it is recommended that the Province should clarify and establish a more clearly defined process to consider site specific requests for adjustments to the Greenbelt Plan Area boundaries, and that the Province complete this process in a transparent and consultative manner.**
- 4.14 In addition, the Province released detailed maps showing proposed adjustments to reflect matters that were already in a planning process prior to the creation of the Greenbelt Plan and thus allowed to continue. The proposed changes align with municipal official plans and existing urban boundaries. Within Durham, the Province has proposed to amend the Greenbelt Plan boundary in Bowmanville, where it was mistakenly extended into the existing Urban Area boundary. A detailed map showing the area currently in the Protected Countryside that is proposed to be removed from the Greenbelt Area in Bowmanville is shown in Attachment 1.
- 4.15 However, the proposed amendments did not amend the Greenbelt Plan boundary where it was mistakenly extended into the existing City of Pickering Urban Area Boundary, along the western edge of the City, south of the CPR Rail line (refer to Attachment 2).
- 4.16 **Therefore, it is recommended that the Province revise its Greenbelt Plan mapping in Pickering to reflect the approved Urban Area Boundary in effect since 1993, to avoid any further confusion.**

5. Key Amendments Proposed to the ORMCP

- 5.1 Generally, the ORMCP provides a good policy basis for the environmental protection of the Oak Ridges Moraine. Many of the proposed amendments generally seek to strengthen and enhance those protections, as well as align the ORMCP with other Provincial Plans.
- 5.2 Proposed amendments related to the following are generally supported:
- Aligning ORMCP definitions with the PPS, Growth Plan and Greenbelt Plan, where appropriate;

- Allowing on-farm diversified uses in prime agricultural areas;
- Exempting buildings and structures for agricultural, agriculture-related and on-farm diversified uses from the requirements for a Natural Heritage Evaluation, where appropriate;
- Removing the current permission for the creation of retirement lots, consistent with the PPS, Greenbelt Plan, and ROP;
- Requiring aggregate operations in prime agricultural lands to restore the soil capacity for agriculture to conditions that are on average the same as it was before the aggregate operation began; and
- Requiring the establishment or expansion of a major recreational use to consider and mitigate potential impacts on surrounding agricultural operations and lands.

5.3 The following provides an overview of concerns with proposed amendments to the ORMCP.

Watershed Planning

- 5.4 The Province is proposing to add new requirements for watershed planning, including but not limited to environmental monitoring, assimilative capacity evaluation, and climate change impact assessment.
- 5.5 Given that the Region previously completed ORM Watershed Plans, as well as Assessment Reports under the Clean Water Act, in collaboration with the Conservation Authorities, it is unclear if the intent is that existing Watershed Plans must be updated. It is also unclear what the full scope of these requirements are, and what the cost to prepare, monitor and update the existing watershed plans will be.
- 5.6 Traditionally in Durham, watershed planning is undertaken by Conservation Authorities, while the provision of sewage and water services is a Regional responsibility. The Region questions if the assessment of climate change impacts on sewage and water service systems and stormwater management systems is best done through watershed planning.
- 5.7 The Provincial information materials related to the proposed amendments note that, to support implementation, guidance materials will be produced for watershed planning and stormwater management. However, no additional reference or timing has been provided for this guidance material on watershed planning.
- 5.8 **Therefore, it is recommended that the Province should prioritize the development of guidance materials for watershed planning and that the Province should develop this material in consultation with the upper- and single-tiers, including the Region and Conservation Authorities.**
- 5.9 The Province is proposing to add an exception to the existing Wellhead Protection Area policies for agricultural operations, provided that the requirements of the

Nutrient Management Act and Clean Water Act are met. This proposed amendment is supported in principle, as it serves to align the ORMCP with the policy directives developed through Source Water Protection planning. However, given the extensive work and comprehensive policies created through Source Water Protection and the development of Source Protection Plans, it remains unclear why Wellhead Protection Policies are still required in the ORCMP.

Settlement Area Expansions into Natural Core and Linkage Areas

- 5.10 The Province is proposing to delete the settlement area expansion requirements and defer those policies to the proposed Settlement Area policies in the Growth Plan. However, the proposed Growth Plan does not explicitly state that settlement areas cannot expand into Natural Core or Natural Linkage Areas, as currently provided by the Oak Ridges Moraine Conservation Act and Plan.
- 5.11 **Therefore, it is recommended that the Province should add a provision in the proposed Growth Plan to explicitly limit the expansion of Settlement Areas into Natural Core or Natural Linkage Areas of the ORM, or at a minimum, include a reference to the applicable provisions within the Oak Ridges Moraine Conservation Act.**

6. Key Amendments Proposed to Multiple Provincial Plans

- 6.1 Proposed amendments related to the following are generally supported:
- Identifying and defining the Agricultural Support Network;
 - Requiring Agricultural Impact Assessments;
 - Permitting additional uses such as on-farm diversified uses (e.g. agri-tourism) and larger agriculture-related uses (e.g. grain dryers) to service the broader farming community; and
 - Deferring the policy requirements for settlement area expansions to the Growth Plan.
- 6.2 The following provides an overview of concerns with proposed amendments to multiple Provincial Plans.

Transition Regulations

- 6.3 The Province is proposing to require that all planning-related decisions made on or after the effective date of a Provincial Plan's approval will conform to the respective amended Plan.
- 6.4 Within Durham, there are several on-going area municipal official plan reviews that include conformity exercises to the original Greenbelt Plan and Growth Plan. If the proposed Provincial Plans come into effect before these lower-tier plans are approved, all of the conformity components completed by the lower-tiers would be nullified, and the work would have to be re-initiated under the newly approved

Provincial Plan policies.

- 6.5 Many area municipal official plan and secondary plan reviews that were initiated prior to the release of the proposed 2016 Plans are in the final stages of the approval process. As a result, these reviews should either be exempt from this provision or the Province should establish transition regulations for all conformity exercises commenced prior to the release of the proposed 2016 Plans.
- 6.6 **It is recommended that the Province include transition provisions, in the respective Plans or by regulation, with respect to area municipal official plan and secondary plan reviews that commenced prior to the proposed Provincial Plan amendments.**

Agricultural and Natural Heritage Systems

- 6.7 The Province is proposing to identify and map an agricultural system and a natural heritage system for the GGH. If approved, municipalities will be required to apply appropriate designations and policies in their official plans to maintain, restore or improve the diversity and connectivity of each system.
- 6.8 The need for additional systems identification and mapping within a region such as Durham, which is almost entirely governed by the Greenbelt Plan in rural areas and the Growth Plan in urban areas, is questioned. In Durham, a proposed natural heritage system may only cover the Region's "Whitebelt", lands between the existing urban area boundary and the Greenbelt boundary, comprised primarily of lands designated prime agricultural and major open space areas within the ROP.
- 6.9 **Therefore, it is recommended that the Province should reconsider the need for additional layers of agricultural and natural heritage systems mapping within the GTHA. However, if the identification and systems mapping is to be developed, the Province should develop these systems in consultation with the upper- and single-tiers, including the Region and Conservation Authorities.**

Excess Soil and Fill

- 6.10 The Province is proposing consistent new policy requirements for excess soil and fill in the Growth Plan, Greenbelt Plan and ORMCP. The proposed policy requires municipalities and industry to utilize best management practices to ensure that excess soil is reused on-site or locally and to avoid adverse impacts for fill receiving sites.
- 6.11 While the Province recognized the need for a proposed policy on excess soil and fill, the Province should also develop regulations to address site alteration, and that such regulations should address the issue of commercial fill from the initial extraction to final placement, not just disposal.
- 6.12 **Therefore, it is recommended that the Province should take a greater leadership role in developing and monitoring regulations for the management**

of excess soil and fill.

Major Development

- 6.13 Existing major development policies in the ORMCP, and newly proposed policies in the Greenbelt Plan, require extensive consideration of impacts to hydrological features and systems for the construction of a building or buildings with a ground floor area of 500 square metres or larger. While requiring these studies may generally be appropriate for development of this scale, agricultural buildings of this scale are generally much lighter construction and less impactful than comparably sized buildings for other uses (e.g. a large residence or banquet hall on a golf course compared to a large structure to house farm machinery or livestock).
- 6.14 While the Province has proposed to exempt smaller agricultural related buildings from natural heritage and hydrological evaluations (subject to minimizing ecological impacts), the Province should also allow municipalities and conservation authorities the flexibility to exempt or reduce the scope of extensive hydrological studies for agricultural buildings larger than 500 square metres in appropriate circumstances.
- 6.15 **Therefore, it is recommended that the Province should increase the flexibility to exempt or reduce the scope of hydrological studies for agricultural buildings larger than 500 square metres.**

Water and Wastewater Infrastructure

- 6.16 Many rural communities struggle with servicing constraints that are exacerbated by policies that restrict servicing options and the location of servicing infrastructure within the Plans' areas.
- 6.17 For example, prior to the approval of the existing Greenbelt Plan, the ROP (approved by the Province in 2003) expressed the intent to extend lake-based sanitary sewage service to Orono once expansions to the Newcastle Water Pollution Control Plant were complete. The existing Greenbelt Plan, and now the proposed Growth Plan, continues to prohibit the Region from doing so and as a result, Orono remains on municipal water services only.
- 6.18 **Therefore, it is recommended that the Province should establish a process or policies to consider the ability to extend municipal services to settlement areas within the Greenbelt, where circumstances warrant.**

Climate Change Measures

- 6.19 A new objective for settlement areas is to develop in a manner that reduces greenhouse gas emissions, and support the long-term goal of becoming "net-zero communities". However, it is unclear at this time how these requirements are to be implemented or measured.
- 6.20 Provincial staff have indicated that, to support implementation, guidance materials

will be produced for developing greenhouse gas inventories, targets and emission reduction strategies. It is presumed that this material will provide the necessary clarification for implementation; however, no additional information or timing for this material has been provided by the Province.

- 6.21 **Therefore, it is recommended that the Province should prioritize the development of guidance materials for developing greenhouse gas inventories, targets and emission reduction strategies, and that the Province develop this guidance material in a transparent and consultative manner, including Regional involvement.**

7. Conclusion and Next Steps

- 7.1 In general, there is support for many of the proposed amendments that are consistent with submissions previously made by the Region. However, there are a number of further refinements that would strengthen and clarify the proposed Provincial land use Plans, as outlined in this report.
- 7.2 In addition, there are a number of outstanding initiatives that will provide supplementary direction to the proposed amendments, where implications are not fully known at this time. On-going discussions with Provincial staff and further comprehensive analysis will provide more information in this regard. Regional staff will continue to monitor and report back to Committee on the progress of these supplementary guidance materials.
- 7.3 In preparing this report, the proposed amendments and a summary document entitled "Shaping Land Use in the Greater Golden Horseshoe – A Guide to Proposed Changes" was circulated to various Regional Departments and Regional Advisory Committees (i.e. DAAC, DEAC, DTCC) for review and comment. All stakeholders previously involved in the Durham Greenbelt Plan Review consultation exercise were also advised of the Provincial consultation process. In addition, the Planning Division hosted a meeting with Durham's area municipalities to discuss the proposed amendments and to canvass additional input.
- 7.4 Should the proposed amendments come into effect, amendments to the ROP will be necessary. These matters would be the subject of future reports to Committee.
- 7.5 It is recommended that this report be forwarded to the Minister of Municipal Affairs as the Region's submission to the Co-ordinated Review of the Growth Plan, Greenbelt Plan and ORMCP. A copy of this report will also be forwarded to the area municipalities for their information.

8. Attachments

Attachment #1: Provincially Proposed Adjustment to the Greenbelt Area (Bowmanville)

Attachment #2: Regionally Requested Correction to the Greenbelt Area

(Pickering)

Attachment #3: Provincial Co-ordinated Land Use Planning Review – Project
Webpage, including the Proposed Plans
(www.ontario.ca/landuseplanningreview)

Respectfully submitted,

Original signed by

B. E. Bridgeman, MCIP, RPP

Commissioner of Planning and Economic
Development

Recommended for Presentation to Committee

Original signed by

G.H. Cubitt, MSW
Chief Administrative Officer

Map 3: Proposed Adjustment – Bowmanville (Clarington)

CLARINGTON
DURHAM

LEGEND

- Township Boundary
- Precinct Boundary
- Town and Village Boundary
- Ward
- Major Drainage Flow Line
- Local Drainage Flow Line
- Urban River Valley
- Wetland Flow Line for Council
- Open and High for Wetland Flow Line
- Open for Wetland Flow Line
- Major Road
- Water

PROPOSED ADJUSTMENT

- Lands proposed to be removed from "Prohibited Countryside"
- Proposed Township Line Boundary (2016)
- Township Line Boundary (2000)
- Urban River Valley (Proposed Addition)

The adjustment to the Township Line Boundary regulation in Reg. 493(2) has been proposed to facilitate the proposed transfer to the Township Line Boundary.

Proposed Adjustment

- Lands proposed to be removed from "Prohibited Countryside"
- Proposed Township Line Boundary (2016)
- Township Line Boundary (2000)
- Urban River Valley (Proposed Addition)

The adjustment to the Township Line Boundary regulation in Reg. 493(2) has been proposed to facilitate the proposed transfer to the Township Line Boundary.



Requested Correction

PICKERING DURHAM

Finch Avenue

Liverpool Road

Albion Road

Whites Road

Kingston Road






Bayly Street

Highway 401

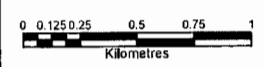
Albion Road

Lake Ontario

LEGEND

-  Requested Correction to the Greenbelt Area/Boundary
-  Existing Urban Area (pre 2005)
-  Urban Area Boundary
-  Greenbelt Area Boundary (2005)
-  Greenbelt Area (2005)

DATE: 2008
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Co-ordinated Land Use Planning Review

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The Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan and the Niagara Escarpment Plan are four provincial land use plans that work together to manage growth, build complete communities, curb sprawl and protect the natural environment. These plans support agriculture and promote economic development in Ontario's Greater Golden Horseshoe. As Canada's largest economic engine, the Greater Golden Horseshoe is also one of the fastest growing regions in North America. It contains some of Canada's best farmland, valuable water resources, and world-renowned natural features like the Niagara Escarpment.

A co-ordinated review of the four plans began in February 2015, and we have received extensive feedback. An [Advisory Panel](#) chaired by David Crombie completed its work and provided its recommendations in December 2015: [Planning for Health, Prosperity and Growth in the Greater Golden Horseshoe: 2015 - 2041 \[PDF 25MB\]](#). The Advisory Panel noted, "There is strong support for these plans" but "there is an urgent need to improve the plans."

The Government of Ontario has reviewed and considered all feedback received from stakeholders, the public, Indigenous communities and the Advisory Panel's recommendations. The government is now proposing changes to the four plans.

HOW TO PARTICIPATE

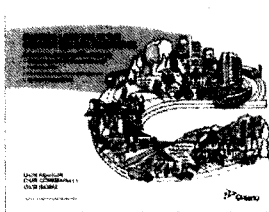
In addition to seeking feedback on these proposed changes, the province is also undertaking the following actions in response to the Advisory Panel recommendations and what was heard in the consultations of spring 2015:

- Considering possible [expansion of the Greenbelt](#) outside of the Greater Toronto and Hamilton Area where important water resources are under pressure from urban growth
- Obtaining detailed technical information from municipalities, conservation authorities and landowners in the Greater Toronto and Hamilton Area to determine if further [refinements to the Greenbelt](#) are required. This will also help us determine impacts on specific properties.

- Supporting implementation through guidance documents and the mapping of natural heritage and agricultural systems outside the Greenbelt.

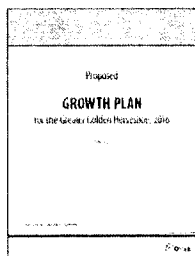
The province is also committed to continuing its engagement with the region’s First Nations and Métis communities.

Proposed changes to the plans



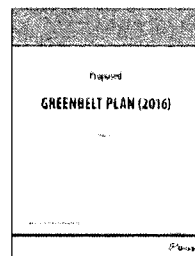
Shaping Land Use in the Greater Golden Horseshoe

This document provides an overview of the proposed changes to the four plans. The proposed revised plans (see below) contain the revised policies and should be consulted for precise wording.



Proposed Growth Plan for the Greater Golden Horseshoe, 2016

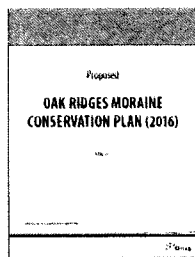
View the Growth Plan for the Greater Golden Horseshoe currently in effect.



Proposed Greenbelt Plan (2016)

Maps of the Proposed Plan

View the Greenbelt Plan currently in effect.



Proposed Oak Ridges Moraine Conservation Plan (2016)

Maps of the Proposed Plan

View the Oak Ridges Moraine Conservation Plan currently in effect.



Proposed Niagara Escarpment Plan, 2016, and related materials

View the Niagara Escarpment Plan currently in effect.

Reference Materials

- View the discussion paper [Our Region, Our Community, Our Home \(2015\)](#) which was created to help inform and guide discussions. It describes the plans and their objectives and highlights important policy issues.

How to participate

Provide your feedback

We want to hear your comments and feedback on the proposed changes to the plans.

- [Submit or upload your comments](#) using the webform by **October 31, 2016**.

Attend a Public Open House

Learn more by attending a [Public Open House](#) in your area.

Other ways to provide feedback

You also have the option to submit comments using one of the other methods listed below. All comments will be considered regardless of the selected method.

Environmental Bill of Rights Registry at Ontario.ca/ebr

1. Proposed Growth Plan for the Greater Golden Horseshoe, 2016. Notice #012-7194
2. Proposed Greenbelt Plan (2016). Notice #012-7195
3. Proposed Oak Ridges Moraine Conservation Plan (2016). Notice #012-7197
4. Proposed Niagara Escarpment Plan (2016). Notice #012-7228
5. Proposed Amendment to the Greenbelt Area Boundary Regulation. Notice #012-7198

All comments received on proposed changes to the Niagara Escarpment Plan will also be shared with the Niagara Escarpment Commission. Comments can also be submitted directly to the Niagara Escarpment Commission at www.escarpment.org/planreview.

In addition, proposed regulatory changes pertaining to the following plans are posted on the Regulatory Registry at Ontariocanada.com/registry:

1. Proposed Amendment to the Greenbelt Area Boundary Regulation. Notice #16MAH017
2. Proposed Oak Ridges Moraine Conservation Plan (2016). Notice #16-MAH016

If you prefer not to use one of the options above, comments may also be mailed to:

Land Use Planning Review
Ministry of Municipal Affairs
Ontario Growth Secretariat
777 Bay Street, Suite 425 (4th floor)
Toronto, ON M5G 2E5

Please note that the deadline for providing feedback has been extended to **October 31, 2016**.

For more information about the Co-ordinated Review:

- E-mail landuseplanningreview@ontario.ca
- Call 1-800-665-1120

Notice Regarding Collection of Information

Any collection of personal information for the Co-ordinated Land Use Planning Review is in accordance with subsection 39(2) of the Freedom of Information and Protection of Privacy Act.

It is collected under the authority of the legislation establishing the four plans for the purpose of obtaining input on revisions to the plans.

If you have questions about the collection, use, and disclosure of this information, please contact the Ministry of Municipal Affairs, Senior Information and Privacy Advisor, 777 Bay Street, Toronto, Ontario, M5G 2E5, 416-585-7094.

Organizations and Businesses:

Comments or submissions made on behalf of an organization or business may be shared or disclosed. By submitting comments you are deemed to consent to the sharing of information contained in the comments and your business contact information. Business contact information is the name, title and contact information of anyone submitting comments in a business, professional or official capacity.

Individuals:

Personal contact information will be used only to contact you and will not be shared. Please be aware that any comments provided may be shared or disclosed once personal information is removed. Personal information includes your name, home address and personal e-mail address.

- **Shaping Land Use In The Greater Golden Horseshoe**

- **Public Open Houses**
- **Display Boards**
- **Advisory Panel and Advisory Panel Report**
- **Executive Summary of the Advisory Panel Report**
- **Summary Report on Town Hall Meetings**
- **Resources**
- **Co-ordinated Review: Feedback on Proposed Revised Plans**
- **Response to Site Specific Requests**
- **Growing the Greenbelt**

[CONTACT-US](#) | [ACCESSIBILITY](#) | [PRIVACY](#) | [TERMS OF USE](#) | [SITE MAP](#)

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- LAST MODIFIED: WEDNESDAY, AUGUST 10, 2016

The Regional Municipality of Durham

MINUTES

DURHAM REGION TRANSIT EXECUTIVE COMMITTEE

Thursday, September 29, 2016

A regular meeting of the Durham Region Transit Executive Committee was held on Thursday, September 29, 2016 in Meeting Room LL-C, Lower Level, Regional Headquarters Building, 605 Rossland Road East, Whitby, Ontario at 9:30 AM

Present: Regional Chair Anderson, Chair
Commissioner Collier, Vice-Chair
Commissioner Henry attended the meeting at 9:53 AM
Commissioner O'Connor attended the meeting at 9:34 AM
Commissioner Mitchell
Commissioner Pickles
Commissioner Rowett
Commissioner Smith
Commissioner Woo

Staff

Present: V. Patterson, General Manager, Durham Region Transit
R.J. Clapp, Treasurer, Durham Region Transit, and Commissioner of Finance
L. Hatch, Marketing Assistant, Durham Region Transit
W. Holmes, Deputy General Manager, Operations, Durham Region Transit
R. Jagannathan, Manager Business Support, Durham Region Transit
S. Lee, Solicitor, Corporate Services - Legal
A. McKinley, Deputy General Manager, Maintenance, Durham Region Transit
M. Seppala, Systems Support Specialist, Corporate Services – IT
M. Simpson, Director, Financial Planning and Purchasing, Finance Department
A. Naeem, Solicitor, Corporate Services – Legal
C. Norris, Manager, Customer Service, Planning, Durham Region Transit
S. Tsenis, Economic Analyst 2, Finance Department
T. Fraser, Committee Clerk, Corporate Services – Legislative Services
C. Tennesco, Committee Clerk, Corporate Services – Legislative Services

1. Adoption of Minutes

Moved by Commissioner Smith, Seconded by Commissioner Pickles,
(51) That the minutes of the June 15, 2016 Durham Region Transit
Executive Committee meeting be adopted.

CARRIED

2. Declarations of Interest

There were no declarations of interest.

3. Delegations

A) Mr. Anthony Carlo, Bowmanville resident, re: Current bus routes, and lack
of accessible bus stops in Bowmanville

Mr. Carlo appeared before the Committee regarding concerns related to recent bus routes changes in Bowmanville. He advised that he is visually impaired and relies on Durham Region Transit.

Mr. Carlo stated that route changes made on June 27, 2016 have taken service away from him and other riders in Bowmanville. He explained that many of them now face barriers related to distance, inaccessible stops, ditches and unsafe conditions. He displayed photos of some of the stops in Bowmanville and the barriers faced. He also expressed concern that routes across Durham Region are being changed and re-changed confusing transit users. He added that pamphlets were not placed on the buses and notice was not given.

Mr. Carlo further advised that prior to the route changes he made a delegation to the Transit Advisory Committee and submitted correspondence to the Transit Executive Committee asking for a one year delay and for a policy to be adopted that would give time for people with disabilities to plan ahead for changes.

Mr. Carlo concluded by advising that he has filed a complaint with the Ontario Human Rights Commission.

B) Ms. Dorothy McFarlane, Oshawa resident, re: Bus route changes

Ms. McFarlane appeared before the Committee regarding concerns related to recent bus routes changes, specifically as it relates to the 407 Ritson North route.

Ms. McFarlane advised that she lives in the New Hope dwellings apartment building located at 139 Mary Street North in the City of Oshawa. She stated that the building contains 117 apartments, 101 of which are rent-geared-to-income apartments, and she noted that the building has many seniors, families and persons with disabilities.

Ms. McFarlane also advised that when the building opened in 1992, the tenants fought to establish a bus stop in front of the building. She stated that in June of this year she found out they were losing the bus stop and she immediately contacted Durham Region Transit. She also stated that she has delivered a petition to Durham Region Transit with 71 signatures and she added that she has heard concerns from other neighbours who were not able to sign the petition.

Ms. McFarlane stated that their bus route has been re-routed to the Ritson Road and Adelaide Avenue intersection. She advised that she has recently taken some measurements and the Ritson Road and Adelaide Avenue intersection is almost one kilometre from their old bus stop location. She expressed concern that this distance is a lot for seniors and people with disabilities to navigate. She also spoke to some of the concerns raised by her neighbours.

Ms. McFarlane suggested that a solution may be to revise Route 407B to include their portion of Mary Street.

Ms. McFarlane responded to questions of the Committee.

V. Patterson advised that options for residents of New Hope dwellings now include Route 407 Ritson Road, Route 414 Community Bus on William Street, and Route 412 Adelaide Avenue.

A copy of Ms. McFarlane's submission was provided to the Legislative Services Division.

4. Presentations

A) Vincent Patterson, General Manager, Durham Region Transit Re: Durham Region Transit Update

V. Patterson provided a PowerPoint presentation with an update on Durham Region Transit (DRT). A copy of his presentation was provided as a handout.

Highlights of the presentation included:

- Change in Year-to-Date Conventional Ridership
- Monthly Ridership Compared with 2015
- Update on Service as School Returns

- "Bus Full" Occurrences
- DRT Objectives 2016-2018
- Construction of the new Raleigh Maintenance Facility
- Seeking Public Transit Infrastructure Fund Funding for Fleet, Higher-Order Transit
- Making Progress Negotiating a new PRESTO Agreement

V. Patterson responded to questions regarding bus full occurrences on Route 915; proposed Route 915 and 916 service changes; DRT key performance indicators (KPI); negotiations related to the renewal of the PRESTO operating agreement; the installation of concrete pads at bus stops; reasons for lower ridership; the planning process for route changes and how route changes are evaluated after implementation.

5. Correspondence

- A) (TC-09) Siobhan Kenny, Property Manager, Stoneleigh Management Inc. writing to the Durham Region Transit Commission regarding the reduction of service to the Durham Business Park which consists of 15 buildings between Farewell Street, Marwood Drive, Wilson Street and Wentworth Street in South Oshawa.

While promoting the South Oshawa location Stoneleigh Management Inc. are often asked about access to public transit. In the past they were able to indicate the proximity to the transit stop at Wilson and Wentworth which has since been removed. Stoneleigh Management Inc. has worked diligently to promote Oshawa and have reduced vacancy in the Durham Business Park from twenty per cent to nine per cent over the past five years.

Stoneleigh Management Inc. feels it is counterproductive to be reducing services while trying to promote use of public transit and is requesting Durham Region Transit to rethink the decision to reduce access to the area.

Moved by Commissioner O'Connor, Seconded by Commissioner Henry, (53) That Correspondence Item TC-09 from Siobhan Kenny, Property Manager, Stoneleigh Management Inc., be referred to staff for a response.

CARRIED

- B) (TC-10) Ms. Dorothy McFarlane submitted on behalf of the tenants of New Hope Non-Profit dwellings at 139 Mary Street North in Oshawa, the following petition with 71 signatures to Legislative Services, Region of Durham Headquarters expressing concerns regarding the recent changes to DRT Route 407. The Residents are urging Durham Region Transit to consider the negative impact these changes have had:

“When our building was first opened in 1992, tenants petitioned to have a bus stop placed nearby. Since then, accessible public transit has been an important feature of the building’s community. Many of us are seniors with reduced mobility and we depend on being able to hop on a bus without undue hardship. We rely on transit to visit family, get to medical appointments, go shopping and participate in community events. We can’t afford to lose this vital service.

Although the increases to specialized services are a welcome improvement, it is important to remember that not all people in need qualify for these services. They also don’t allow same-day reservations for the most part. Please reinstate the regular service that we’ve used for many years.”

Moved by Commissioner Henry, Seconded by Commissioner Collier,
(54) That Correspondence Item TC-10 from Ms. Dorothy McFarlane, on behalf of the tenants of New Hope Non-Profit dwellings at 139 Mary Street North in Oshawa, be received for information.
CARRIED

6. General Manager's Reports

A) Canadian Urban Transit Research and Innovation Consortium (CUTRIC)
Electric Bus Trial (2016-DRT-19)

Report #2016-DRT-19 from V. Patterson, General Manager, Durham Region Transit, was received.

Staff responded to questions with respect to the range of an electric bus; charging station requirements; and the electric bus trial. Staff advised that a business case would need to be completed prior to considering whether to participate in an electric bus trial.

Moved by Commissioner Henry, Seconded by Commissioner Woo,
(55) That Report #2016-DRT-19 of the General Manager of Durham Region Transit be received for information.
CARRIED

B) Durham Region Transit Budget Status Report to August 31, 2016 and Full Year Forecast (2016-DRT-20)

Report #2016-DRT-20 from R.J. Clapp, Treasurer, Durham Region Transit, was received.

Staff responded to questions with respect to the anticipated operating deficit; the route maintenance services contract; whether the new Raleigh Facility will be used for indoor bus storage; the anticipated surplus in the Specialized Services program; and the installation of concrete pads at bus stops.

It was requested that staff investigate whether route maintenance services in other regions are contracted on a per occurrence or flat rate basis.

Moved by Commissioner Collier, Seconded by Commissioner Smith,
(56) That Report #2016-DRT-20 of the Treasurer of Durham Region
Transit be received for information.

CARRIED

7. Confidential Matters

There were no confidential matters to be considered.

8. Advisory Committees

A) Durham Region Transit Advisory Committee

There were no Advisory Committee minutes to be considered.

9. Outstanding Items

There were no outstanding items to be considered.

10. Other Business

A) Installation of Roundabout at Simcoe Street and Britannia Avenue in the
City of Oshawa

Commissioner Henry noted that the roundabout at Simcoe Street and Britannia Avenue in Oshawa has been completed and that bus service will be able to continue along Simcoe Street in the event of an emergency at Durham College/UOIT.

B) Ridership in Northern Municipalities

Staff was requested to provide a report outlining monthly ridership in North Durham and the change in ridership compared to the previous year.

C) Bus Stops on Taunton Road

An update on the status of a report regarding the costs to install concrete pads and shelters at bus stops on Taunton Road as an interim solution until the future widening of Taunton Road to six lanes was requested.

V. Patterson advised that this request will be incorporated into reports related to the 2017 Durham Region Transit Servicing and Financing Study and 2017 Business Plans and Budget.

11. Date of Next Meeting

The next regularly scheduled Durham Region Transit Executive Committee meeting will be held on Thursday, November 10, 2016 at 9:30 AM in Meeting Room LL-C, Lower Level, at Regional Headquarters, 605 Rossland Road East, Whitby.

12. Adjournment

Moved by Commissioner O'Connor, Seconded by Commissioner Woo,
(57) That the meeting be adjourned.

CARRIED

The meeting adjourned at 11:10 AM.

R. Anderson, Regional Chair and CEO

T. Fraser, Committee Clerk

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2097.

The Regional Municipality of Durham

MINUTES

DURHAM AGRICULTURAL ADVISORY COMMITTEE

October 4, 2016

A regular meeting of the Durham Agricultural Advisory Committee was held on Tuesday, October 4, 2016 in Boardroom 1-B, Regional Municipality of Durham Headquarters, 605 Rossland Road East, Whitby at 7:31 PM

Present: D. Risebrough, Member at Large, Chair
Z. Cohoon, Federation of Agriculture, Vice-Chair
I. Bacon, Member at Large
E. Bowman, Clarington
B. Howsam, Member at Large
K. Kemp, Scugog
K. Kennedy, Member at Large attended the meeting at 7:36 PM
G. O'Connor, Regional Councillor
H. Schillings, Whitby
T. Watpool, Brock
B. Winter, Ajax

Absent: F. Puterbough, Member at Large, Vice-Chair
J. Henderson, Oshawa
D. Bath, Member at Large
R. Cox, Uxbridge

Staff

Present: K. Allore, Project Planner, Department of Planning and Economic Development
L. MacKenzie, Program Coordinator, Department of Planning and Economic Development
N. Prasad, Committee Clerk, Corporate Services – Legislative Services

1. Adoption of Minutes

Moved by B. Howsam, Seconded by K. Kemp,
That the minutes of the Durham Agricultural Advisory Committee meeting held on September 6, 2016 be adopted.
CARRIED

2. Declarations of Interest

There were no declarations of interest.

3. Presentations

A) Rebecca Villmann, CPA, CA, CPA (IL), Director and Michelle Thomas, CPA, CGA, Principal, Accounting Standards Board (AcSB) re: AcSB's Agriculture Discussion Paper

R. Villmann and M. Thomas provided a PowerPoint presentation with regards to the Agriculture Discussion Paper from the Accounting Standards Board (AcSB). A copy of AcSB's 2016-2021 Strategic Plan was provided as a handout.

Highlights of the presentation included:

- Agenda
- Overview
- Summary of measurement options
- Questions – Measurement options
- Conditions for Net Realizable Value

R. Villmann and M. Thomas stated that the Accounting Standards Board (AcSB) establishes accounting standards for private enterprises and private sector not-for-profit organizations.

They reviewed the process involved in developing a standard for the agriculture sector as follows: initial research; discussion paper; add a standards-level project to the work plan; develop standard; final standard; and post implementation review. They stated that they are currently in the discussion paper phase and would like to hear comments from DAAC with regards to how costs are determined for the following measurement options: unharvested crops; agricultural produce; animals held for sale; bearer animals; and bearer plants.

Discussion ensued with regards to measurement options; how cost is determined; and whether there are any issues in determining cost that differ by type of asset.

B) Michael Porporo, Account Manager and Mark Lindquist, Evaluation Manager, Municipal Property Assessment Corporation – 2016 Assessment Update

M. Porporo, Account Manager and M. Lindquist, Evaluation Manager provided a PowerPoint presentation with regards to the Municipal Property Assessment Corporation (MPAC) and Farm Assessments.

Highlights of the presentation included:

- Ontario's Assessment Cycle
- The 2016 Assessment Update
 - 2016 Property Assessment Notice Overview
 - Changes to Filing a Review (Bill 144)
- How We Assess Farm Properties
 - Assessing Farm Properties
 - 2016 Assessment Update – Farm
 - Farm Sales Questionnaires
 - Establishing Farm Values
 - Farm Property Classification
 - Property Classification
- Farm Preliminary Market Trends
 - Third Party Analysis of Farmland Values in Ontario
 - Annual Changes in Farm Values
 - Durham Region – Farmland Class Breakdown
 - Durham Region – Valid Farmland Sales
 - Heat Map
- How Can I Learn More About My Assessment?
 - Aboutmyproperty.ca

M. Porporo and M. Lindquist stated that new Property Assessment Notices are mailed to property owners in Ontario every four years. They stated that the Notice received in 2016 is MPAC's assessed value of the property as of January 1, 2016 and that the assessed value of the property is used as the basis for calculating property taxes. They further stated that property owners can log on to the MPAC website to learn more about how their property was assessed, view the information on file and compare their neighbourhood with other neighbourhoods. They provided an overview and explanation of what the Property Assessment Notices will look like as well as the website.

M. Porporo and M. Lindquist stated that the primary components of a farm property assessment are: farmland; residence; residence land; farm outbuildings; and other buildings. They stated that MPAC undertakes extensive analysis in determining farmland values as legislated by the *Assessment Act*.

Discussion ensued with regards to the factors that determine farm values.

M. Porporo and M. Lindquist responded to questions of the Committee.

4. Discussion Items

A) Conservation Authority, Agriculture Representation

D. Risebrough stated that the subcommittee that was struck at the September 6, 2016 meeting with regards to DAAC's position on having agriculture representation on each of the Conservation Authority (CA) Board of Directors did not meet.

K. Allore stated that the Region already has a position with respect to appointed representatives.

Discussion ensued with regards to the possibility of committee members providing comments to their local council on this matter, prior to the next election cycle. K. Allore suggested writing a letter to invite representatives from each of the five CAs to attend future DAAC meetings to hear from members of the agriculture community on current and proposed projects.

B) DAAC Farm Tour and Survey Results

A copy of the DAAC Farm Tour 2016 - Survey Response Summary was provided as Attachment #2 to the Agenda.

Discussion ensued with regards to the 2016 Farm Tour. The following comments were made: overall fantastic day; one of the best tours yet; there is definite value in good keynote speakers; and the Committee did an excellent job in putting the tour together.

With respect to the 2017 Farm Tour, discussion ensued with regards to the need to start planning the tour even earlier; the prospect of implementing an electronic survey to be completed the day after the tour; and possibly involving the equestrian industry.

C) Rural and Agricultural Economic Development Update

L. MacKenzie provided an update on the following matters:

- There is a Local Food Entrepreneurship Workshop being held on November 17, 2016 at the Sunderland Memorial Arena Auditorium. The workshop will provide information with regards to: starting and growing a successful business; setting up food handling premises; labeling and nutrition requirements; and new crop opportunities.
- The Durham Farm Connections High School Program is being held at Uxbridge Secondary School this year. Students will attend the program for one class period and rotate through agriculture-themed stations. Each station is designed to educate as well as encourage students to consider careers in the agri-business field.

- The Golden Horseshoe Food and Farming Alliance received \$100,000 funding from the Greenbelt Fund's Local Food Investment Fund to increase municipal local food procurement. The project involves working with municipal partners to increase the procurement of locally-sourced food in long-term care facilities in the Region on Durham, the Region of Halton, the City of Hamilton, and in York and Durham cafeterias.
- The Regional Farmers Market is being held in the North Parking lot at Regional Headquarters on October 6, 2016.
- The North Durham Building Business Forum is being held on October 21, 2016 at St. Paul's in Leaskdale in the Township of Uxbridge. This year's theme is "Growing Beyond Your Borders".

5. Information Items

- A) Provincial Plan Amendments Report #2016-COW-34 re: Durham Region's Response to the Co-ordinated Review of the Growth Plan for the Greater Golden Horseshoe, Greenbelt Plan and Oak Ridges Moraine Conservation Plan

A copy of Report #2016-COW-34 of the Commissioner of Planning and Economic Development was provided via email.

- B) Farm Tour Report #2016-INFO-27

A copy of Report #2016-INFO-27 of the Commissioner of Planning and Economic Development was provided via email.

6. Other Business

- A) T.H.E.E. Farmers Parade of Lights – December 7, 2016

E. Bowman advised that the parade route of the T.H.E.E. Farmers Parade of Lights has been changed to Highway 57.

7. Date of Next Meeting

The next regular meeting of the Durham Agricultural Advisory Committee will be held on Tuesday, November 1, 2016 starting at 7:30 PM in Boardroom 1-B, Level 1, 605 Rossland Road East, Whitby.

8. Adjournment

Moved by H. Schillings, Seconded by E. Bowman,
That the meeting be adjourned.

CARRIED

The meeting adjourned at 9:45 PM

D. Risebrough, Chair, Durham
Agricultural Advisory Committee

N. Prasad, Committee Clerk

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2097.

The Regional Municipality of Durham

MINUTES

DURHAM ENVIRONMENTAL ADVISORY COMMITTEE

October 13, 2016

A regular meeting of the Durham Environmental Advisory Committee was held on Thursday, October 13, 2016 in Boardroom 1-B, Regional Municipality of Durham Headquarters, 605 Rossland Road East, Whitby at 7:00 PM

Present: E. McRae, Chair, Whitby
G. Carpentier, Scugog
O. Chaudhry, Pickering
S. Clearwater, Whitby, Member at Large
H. Manns, Vice-Chair, Clarington
C. Pettingill, Brock
K. Sellers, Ajax

Absent: G. Layton, Uxbridge
K. McDonald, Vice-Chair, Uxbridge, Member at Large
W. Moss-Newman, Oshawa, Member at Large
K. Murray, Clarington, Member at Large
S. Parish, Regional Councillor, Town of Ajax
M. Thompson, Ajax, Member at Large

Staff

Present: M. Blake, Planner, Planning & Economic Development Department
C. Tennisco, Committee Clerk, Corporate Services – Legislative Services

1. Approval of Agenda

Moved by K. Sellers, Seconded by G. Carpentier,
That the agenda for the October 13, 2016, DEAC meeting, as presented, be approved.

CARRIED

2. Declarations of Interest

There were no declarations of interest.

3. Adoption of Minutes

Moved by S. Clearwater, Seconded by O. Chaudhry,

- a) That the minutes of the regular DEAC meeting held on June 9, 2016 be adopted; and
- b) That the minutes of the regular DEAC meeting held on September 8, 2016 be adopted.

CARRIED

4. Presentation

A) Brian Kelly, Manager of Sustainability, Office of the CAO, re: Durham Community Energy Plan

Mr. Brian Kelly, Manager of Sustainability, Office of the CAO, provided a PowerPoint presentation on Durham's Community Energy Plan (DCEP). He advised that the presentation provides an overview on how the Region is moving towards a community energy plan.

An Energy Project Profile form was provided to the members for input by DEAC on potential clean energy initiatives.

Highlights of the presentation included:

- What is Community Energy Planning (CEP)?
- Why Community Energy Planning?
- Who has Community Energy Plans?
- Strategic and Policy Context
- Scope of Durham CEP
- Funding
- DCEP Steering Committee
- Stakeholder Council
- Process for Durham Community Energy Plan
- Future Energy Projects

B. Kelly responded to questions of the Committee with respect to the Global Adjustment Fee; refurbishment of the Ontario Power Generation plants; Durham Region's Greenhouse Gas Emissions'; local resources for clean energy; the Independent Electricity System Operator (IESO) portal; and Durham's Community Climate Adaptation Proposed Plan.

Chair McRae thanked Mr. Kelly for his presentation.

5. Items for Action

A) Natural Areas as Neighbours Guide

M. Blake provided an update on the context changes reviewed by the sub-committee for the Natural Areas as Neighbours Guide to be implemented by the graphic staff of the Planning Division. He advised that the cover page for the Guide would be available for their next meeting.

M. Blake asked that the Committee forward any suggestions for the interactive mapping system to link to Durham's natural environment.

6. Items for Information

A) Durham Region's Response to the Co-ordinated Review of the Growth Plan for the Greater Golden Horseshoe, Greenbelt Plan and Oak Ridges Moraine Conservation Plan, File L35-03

Proposed Growth Plan for the Greater Golden Horseshoe, 2016 – Environmental Bill of Rights Registry No. 012-7194

Proposed Greenbelt Plan, 2016 – Environmental Bill of Rights Registry No. 012-7195

Proposed Oak Ridges Moraine Conservation Plan, 2016 – Environmental Bill of Rights Registry No. 012-7197 (2016-COW-34)

A copy of Report #2016-COW-34 of the Commissioner of Planning and Economic Development was received as Attachment #3 to the agenda.

Discussion ensued with respect to including the Canadian Pacific Railway (CPR) line at Myrtle station, as infrastructure for Moving People and Goods; and the ability of municipalities to meet the Provincial requirements for the intensification and density targets.

B) Durham York Energy Centre: Abatement Plan Update (2016-INFO-25)

A copy of Report #2016-INFO-25 of the Commissioner of Works was received as Attachment #4 to the agenda.

C) Durham York Energy Centre: Boiler Performance Comparison (2016-INFO-26)

A copy of Report #2016-INFO-26 of the Commissioner of Works was received as Attachment #5 to the agenda.

Discussion ensued regarding the contractual obligation of Covanta to ensure the DYEC operates at 90 per cent availability or higher; and the DYEC Boiler #1 and #2 availability.

D) Proposed Durham Community Climate Adaptation Plan

A copy of the proposed Durham Community Climate Adaptation Plan was received as Attachment #6 to the agenda.

Discussion ensued regarding the Town of Ajax's Community Action Plan to identify environmental guidelines and practices while working with the Town's residents and businesses to reduce its footprint.

Discussion also ensued regarding identifying a Drought Task Force as part of the Durham's Community Climate Adaptation Plan.

E) Notice of Adoption, Amendment #165 to the Durham Regional Official Plan to Permit the Development of a Golf Course

A copy of the Notice of Adoption, Amendment #165 to the Durham Regional Official Plan to permit the development of a golf course was received as Attachment #7 to the agenda.

F) Newcastle Notice of Class EA Addendum Completion

A copy of the Notice of a Class EA addendum in Newcastle was received as Attachment #8 to the agenda.

Moved by K. Sellers, Seconded G. Carpentier,
That Information Items A) to F), inclusive, be received for information.

CARRIED

7. Other Business

A) Ontario Field Ornithologist (OFO) Certificate of Appreciation to The Region of Durham Works and Finance Departments in Recognition of their ongoing efforts for Accommodating and Allowing Birders to use the Nonquon Lagoons

G. Carpentier advised that at the Ontario Field Ornithologists (OFO) annual general meeting in Kingston in September, the Durham Region Finance and Works Departments was honoured with a Certificate of Appreciation. He briefly reviewed the efforts of Durham Region staff to advise OFO members on how their projects might impact wildlife both during and after construction.

B) Toronto and Region Conservation Authority (TRCA), re: Designation of the Headwaters of the Carruthers Creek Watershed

Discussion ensued regarding the Town of Ajax's support for the TRCA resolution that the Greenbelt policies be amended so the headwaters would be designated as Greenbelt lands; especially those fully surrounded by Greenbelt lands such as those in the headwaters of the Carruthers Creek.

8. Next Meeting

The next regular meeting of the Durham Environmental Advisory Committee will be held on November 24, 2016 starting at 7:00 PM in Boardroom 1-A, Level 1, 605 Rossland Road East, Whitby.

9. Adjournment

Moved by O. Chaudhry, Seconded by C. Pettingill,
That the meeting be adjourned.
CARRIED

That the meeting adjourned at 9:16 PM

E. McRae, Chair, Durham
Environmental Advisory
Committee

C. Tennisco, Committee Clerk

Action Items Committee of the Whole and Regional Council

Meeting Date	Request	Assigned Department(s)	Anticipated Response Date
September 7, 2016 Committee of the Whole	Staff requested to provide a report outlining how the \$100,000 in additional child poverty funds is being allocated.	Social Services	
September 7, 2016 Committee of the Whole	Business Case for Projects Managed Directly by the Region – Increasing the number of projects which are managed directly by the Region, whether through employees or contracted staff – referred to the 2017 budget process.	Works	2017 Budget Process
September 7, 2016 Committee of the Whole	It was requested that a copy of Ms. Gasser's delegation questions be referred to staff and that a report be presented to the Committee of the Whole with answers to Ms. Gasser's concerns.	Works	October 5, 2016
September 7, 2016 Committee of the Whole	Staff was requested to provide a report on the correspondence from the City of Pickering with respect to the Notice of Motion adopted at their Council meeting held on June 27, 2016, re: residential tax relief to eligible low income seniors and low income disabled persons (Pulled from August 19, 2016 Council Information Package)	Finance / Social Services	
September 7, 2016 Committee of the Whole	Staff was requested to provide information on the possibility of an educational campaign designed to encourage people to sign up for subsidized housing at the next Committee of the Whole meeting. (Region of Durham's Program Delivery and Fiscal Plan for the 2016 Social Infrastructure Fund Program) (2016-COW-19)	Social Services / Economic Development	October 5, 2016
September 7, 2016 Committee of the Whole	Section 7 of Attachment #1 to Report #2016-COW-31, Draft Procedural By-law, as it relates to Appointment of Committees was referred back to staff to review the appointment process.	Legislative Services	December 7, 2016

Meeting Date	Request	Assigned Department(s)	Anticipated Response Date
October 5, 2016 Committee of the Whole	Ms. Gasser appeared before the Committee with respect to Covanta's Diagnostic Source Testing Presentation that was made at the September 21, 2016 Energy from Waste - Waste Advisory Committee meeting. Staff was asked to provide a response back to Ms. Gasser's questions and that a copy of their response be provided to the Committee.	Works	
October 5, 2016 Committee of the Whole	That Correspondence (CC 65) from the Municipality of Clarington regarding the Durham York Energy Centre Stack Test Results be referred to staff for a report to Committee of the Whole	Works	
October 12, 2016 Council	That staff report back at the next Committee of the Whole and Council meeting on how the Toronto and Region Conservation Authority (TRCA) can finish the Carruthers Creek Watershed Plan Update study now that the TRCA Board has made a decision and advise if necessary, who and how the Carruthers Creek Watershed Plan Update study will be finished and at what cost if staff suggests the Toronto and Region Conservation Authority now has a conflict.	Planning/ Legal Services	November 2, 2016