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# The Regional Municipality of Durham Report

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

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**Subject:**

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

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**Recommendation:**

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

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

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

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

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

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

**2. Background**

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

## 6. Servicing Considerations

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

## 7. Relationship to Strategic Plan

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

high-quality jobs;

b. Under Goal Area 4, Social Investment:

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

## **8. Conclusion**

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

## **9. Attachments**

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

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

Respectfully submitted,

Original signed by

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

Recommended for Presentation to Committee

Original signed by

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Elaine C. Baxter-Trahair  
Chief Administrative Officer

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

### Guiding Principles

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

- a. Protect Employment Areas in proximity to major transportation corridors and goods movement infrastructure to ensure businesses have access to a transportation network that safely and efficiently moves goods and services.
- b. Maintain the configuration, location and contiguous nature of Employment Areas in order to prevent fragmentation and provide business supportive environments.
- c. Provide a variety of Employment Area lands in order to improve market supply potential and Regional attractiveness to a variety of employment sectors and business sizes.
- d. Maintain or improve the employment function and job potential of Employment Areas.
- e. Support efforts of transformational change in Major Transit Station Areas if it can be demonstrated that the employment and job potential of Employment Areas can be maintained or improved.
- f. Align with municipal interests and policies related to Employment Areas.
- g. Limit and/or mitigate land use incompatibilities where necessary.
- h. Consider the Provincial interests and guidance regarding Provincially Significant Employment Zones.

### Evaluation Criteria

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

- a) To satisfy Provincial Policy Statement policy, it must be demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.
- b) To satisfy Growth Plan policy, it must be demonstrated that:
  - There is a need for the conversion.
  - The lands are not required over the horizon of the Growth Plan for the employment purposes for which they are designated.

- The municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of the Growth Plan.
  - The proposed uses would not adversely affect the overall viability of the Employment Area or the achievement of the minimum intensification and density targets in the Growth Plan, as well any other applicable policies.
  - There are existing or planned infrastructure and public service facilities to accommodate the proposed uses.
- c) The site is not located in proximity to major transportation corridors and goods movement infrastructure.
- d) The site does not offer direct access to major transportation corridors and goods movement infrastructure.
- e) The site is located outside or on the fringe of an assembly of Employment Areas.
- f) The site offers limited market supply potential for Employment Area development due to size, configuration, access, physical conditions, and/or servicing constraints, etc.
- g) The proposed conversion to non-employment uses is compatible with surrounding land use permissions and potential land use conflicts can be mitigated.
- h) The conversion of the proposed site to non-employment uses would not compromise the overall supply of large Employment Area sites at the Regional or Area Municipal level.
- i) The conversion request demonstrates total job yield of the site can be maintained or improved.
- j) The conversion request is within a proposed Major Transit Station Area.
- k) The conversion request is supported by Area Municipal staff/Council and does not conflict with municipal interests and policies.
- l) The conversion of the site would not present negative cross-jurisdictional impacts that could not be overcome.

## Appendix 2 – to Report #2021-P-25

**Previous Reports and Decisions**

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

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



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

## Appendix 3 – to Report #2021-P-25

**Circulated Agencies and Service Providers**

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

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

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

## Attachment 1: Requests for Employment Area Conversion

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

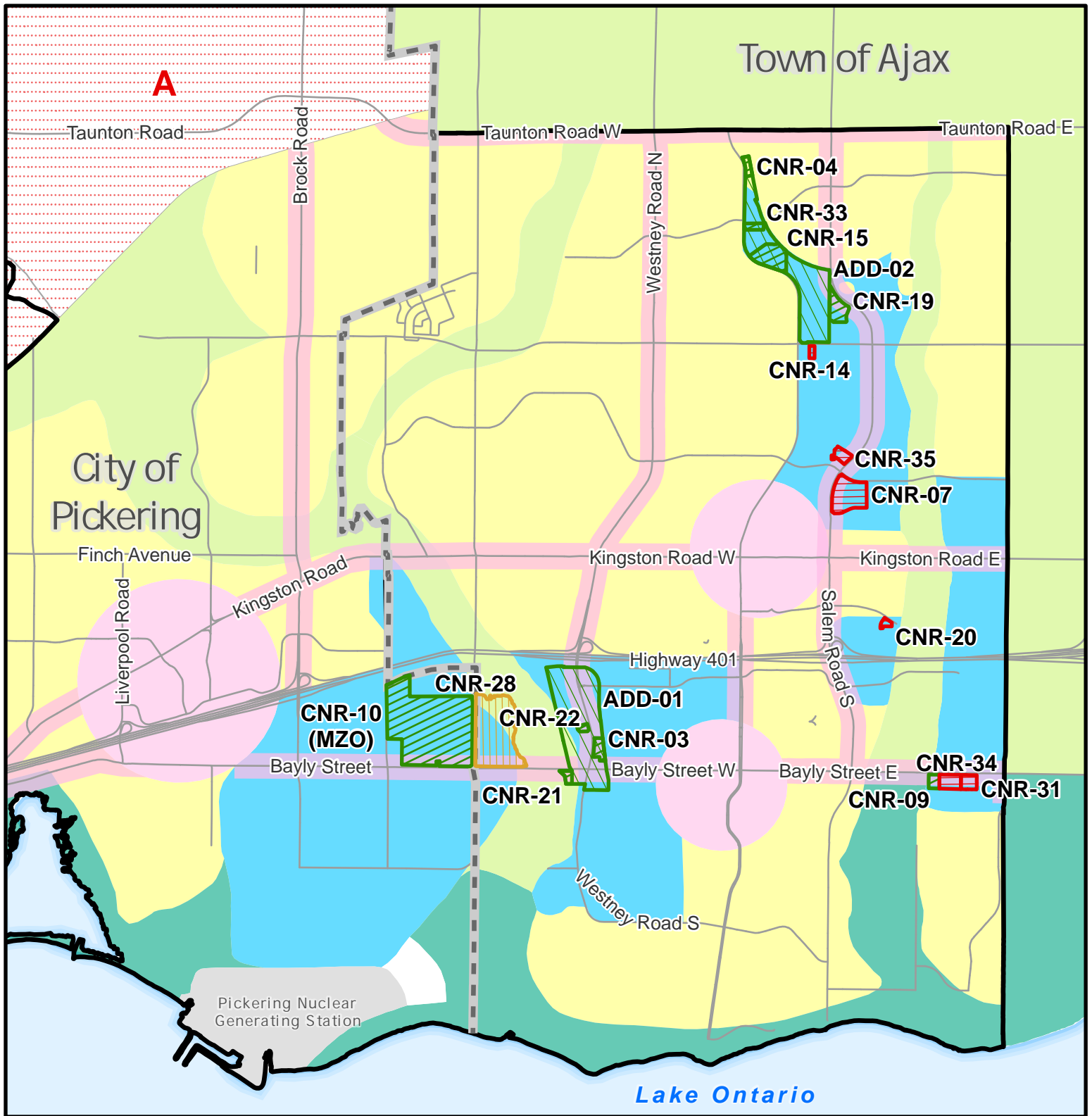
Conversion Request-ID	Municipality	Site Location (Address, if available)	Land Area (Hectares)*	Description of Employment Conversion Request (as described by proponent)	Regional Planning Staff Recommendation
CNR-43	Brock	Lands on the south side of Main Street, approximately 600 metres west of Highway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

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

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

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

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



### Requests for Employment Area Conversion – Ajax and Pickering



#### Legend

- Lands Subject to Employment Conversion Request**
- Recommended
  - Withdrawn
  - Not Recommended

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

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

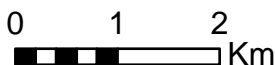
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### Requests for Employment Area Conversion – Oshawa and Whitby



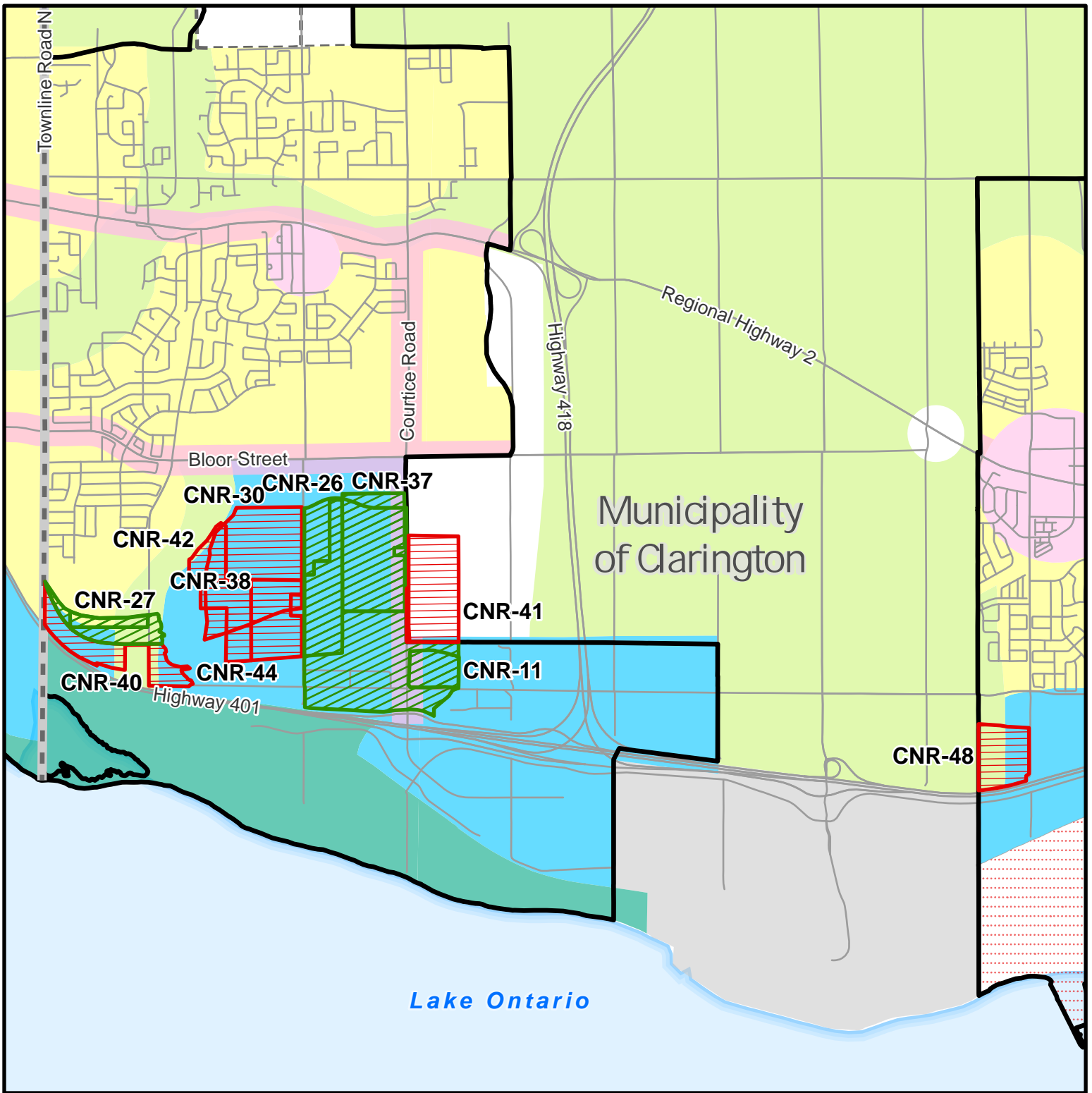
#### Legend

Lands Subject to Employment Conversion Request	
	Recommended
	Withdrawn
	Not Recommended

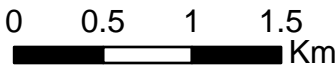
	Urban Area Boundary		Municipal Boundary
	Prime Agricultural Areas		Living Areas
	Employment Areas		Regional Corridors
	Major Open Space Areas		Regional Centres
	Waterfront Areas		

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### Requests for Employment Area Conversion – Courtice and Bowmanville



#### Legend

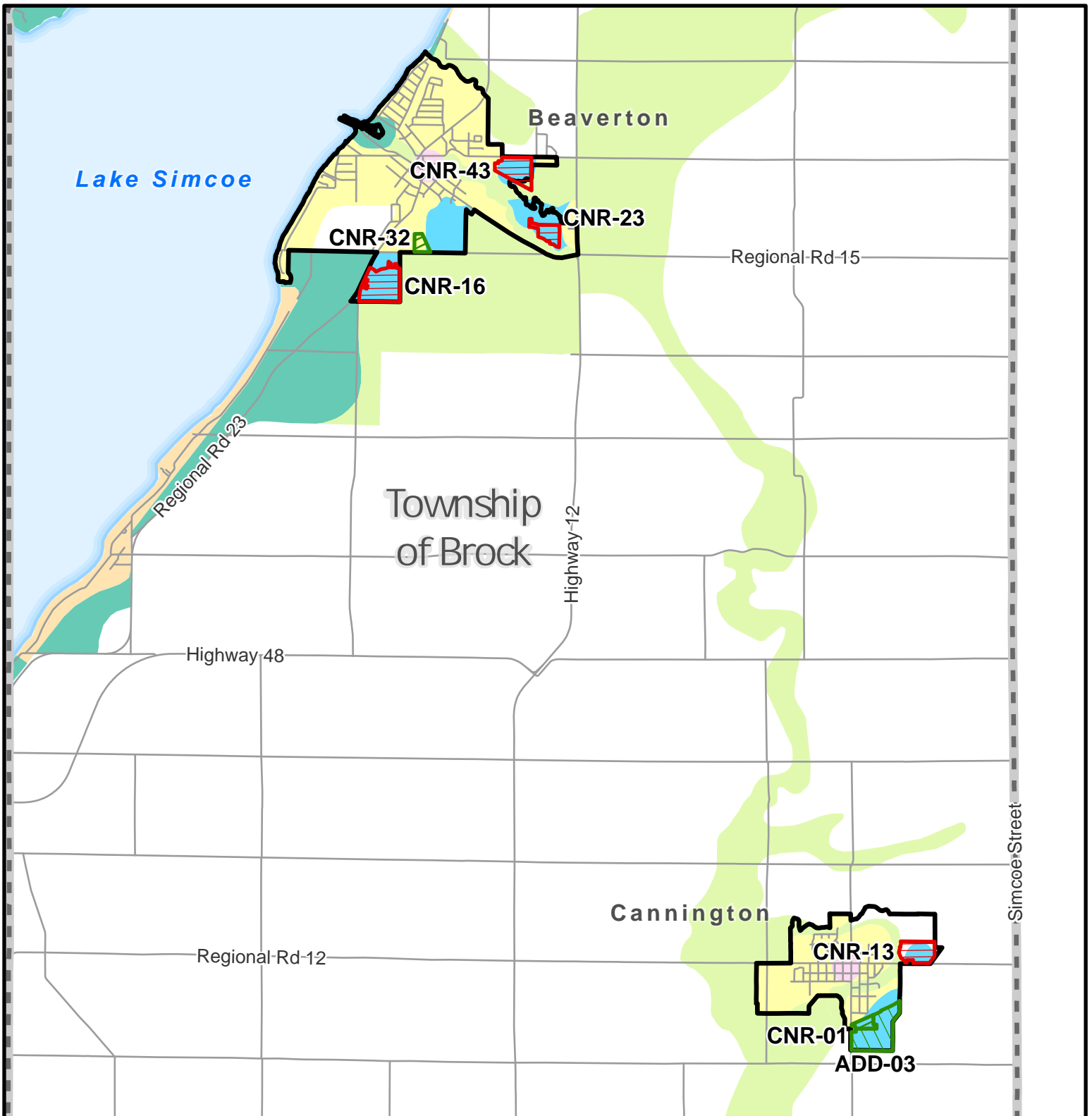
Lands Subject to Employment Conversion Request
Recommended
Withdrawn
Not Recommended

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

Municipal Boundary
Living Areas
Regional Corridors
Regional Centres

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### Requests for Employment Area Conversion –Township of Brock



#### Legend

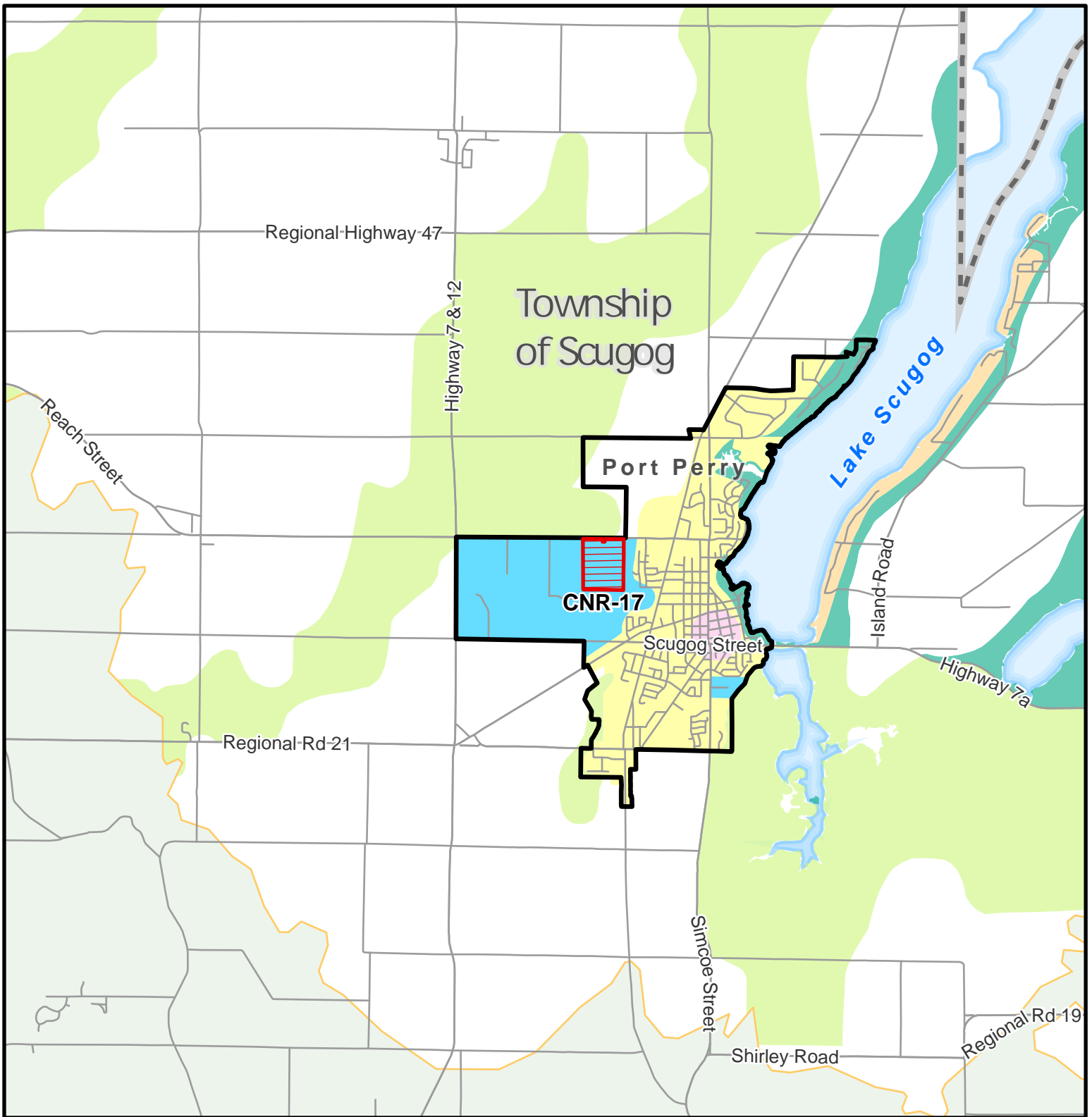
- Lands Subject to Employment Conversion Request
  - Recommended
  - Withdrawn
  - Not Recommended

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

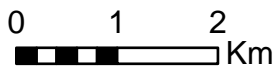
- Municipal Boundary
- Living Areas
- Regional Corridors
- Regional Centres

**Data Sources and Disclaimer**

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### Requests for Employment Area Conversion –Township of Scugog



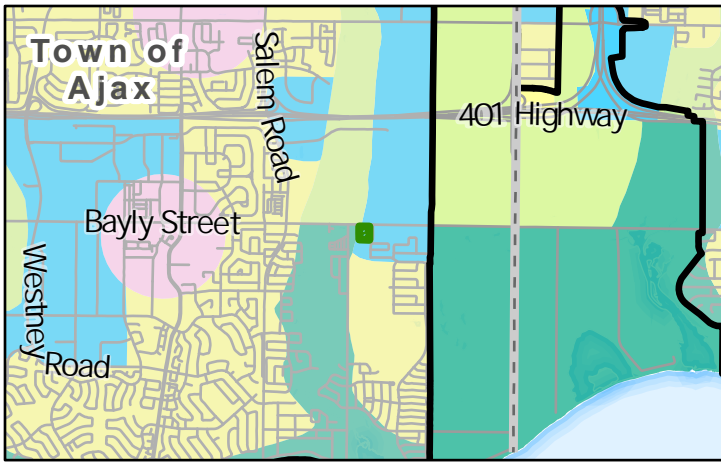
#### Legend

Recommended	Urban Area Boundary	Municipal Boundary
Withdrawn	Prime Agricultural Areas	Waterfront Areas
Not Recommended	Employment Areas	Living Areas
	Major Open Space Areas	Regional Corridors
	Oak Ridge Moraine Areas	Regional Centres

**Data Sources and Disclaimer**

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## Boundary Expansions and Conversion Requests

**Submission ID:** CNR-09

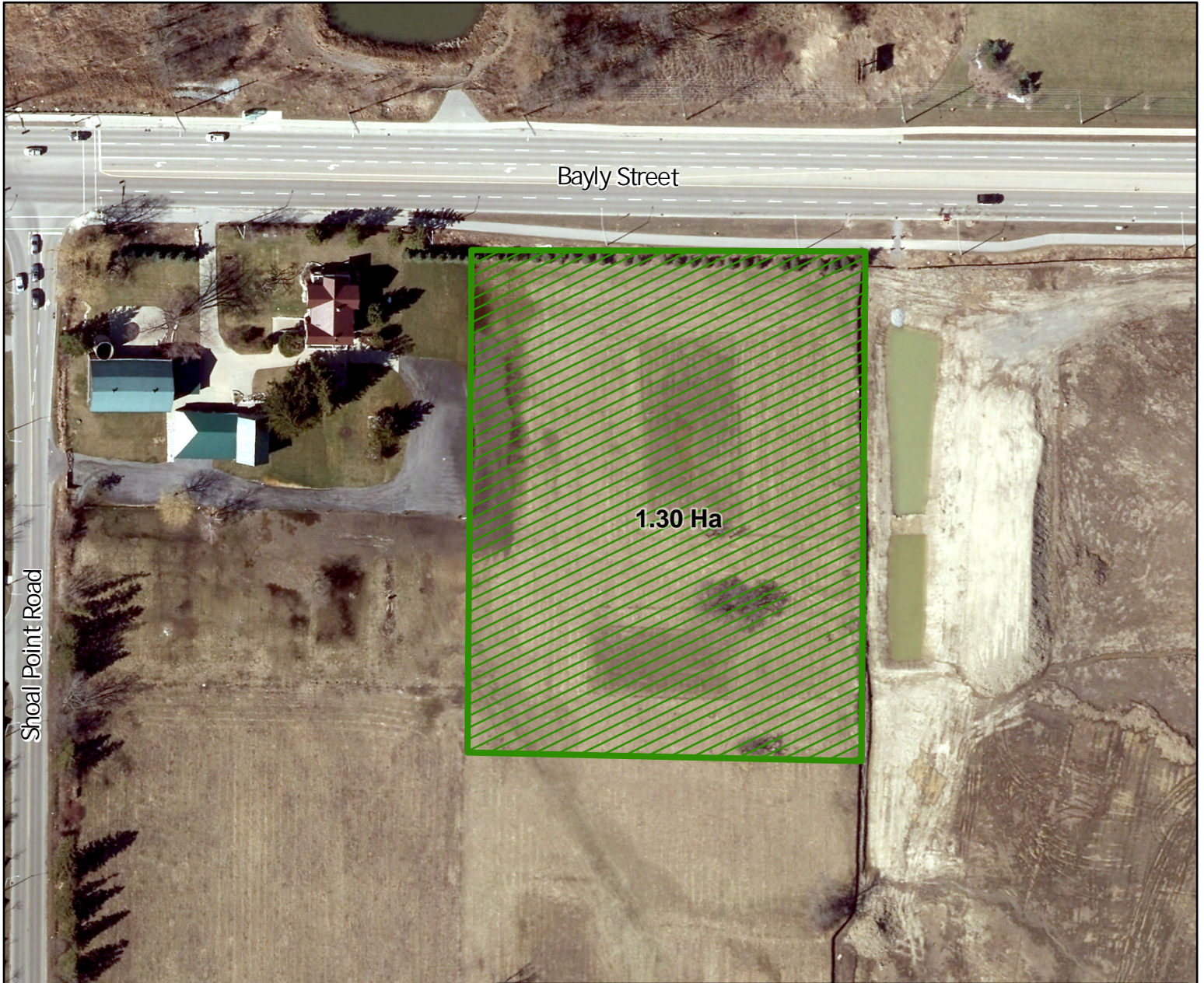
**Owner:** Chieftan (Ajax) Dev. Corp. Inc.

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

**Municipality:** Ajax

### Context Map Legend

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

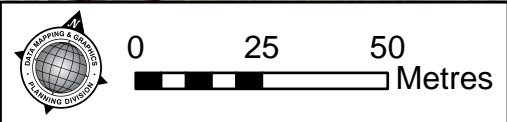


### Legend

Lands Subject to Employment Conversion Request

- Recommended
- Withdrawn
- Not Recommended

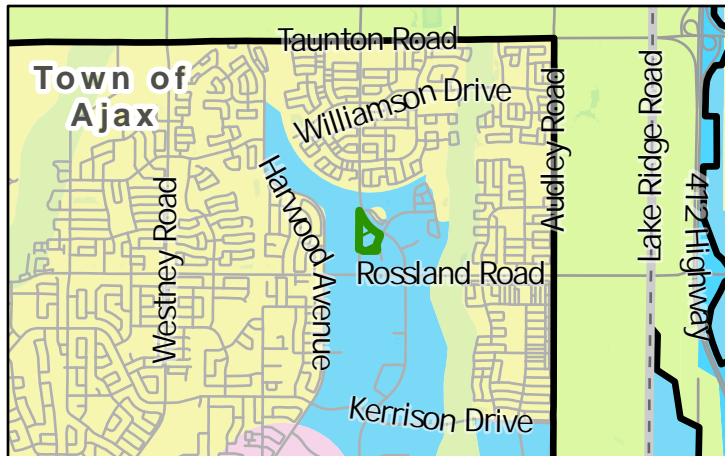
\* Land area calculated based on the approximate geometry of the subject property



**Data Sources and Disclaimer**

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## Boundary Expansions and Conversion Requests

**Submission ID:** CNR-19  
**Owner:** 2353662 Ontario Ltd.  
**Submission Date:** 6/17/2020  
**Municipality:** Ajax

### Context Map Legend

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



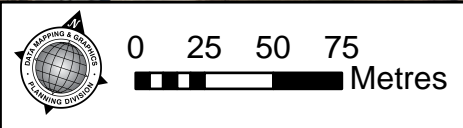
3.74 Ha

### Legend

Lands Subject to Employment Conversion Request

- Recommended
- Withdrawn
- Not Recommended

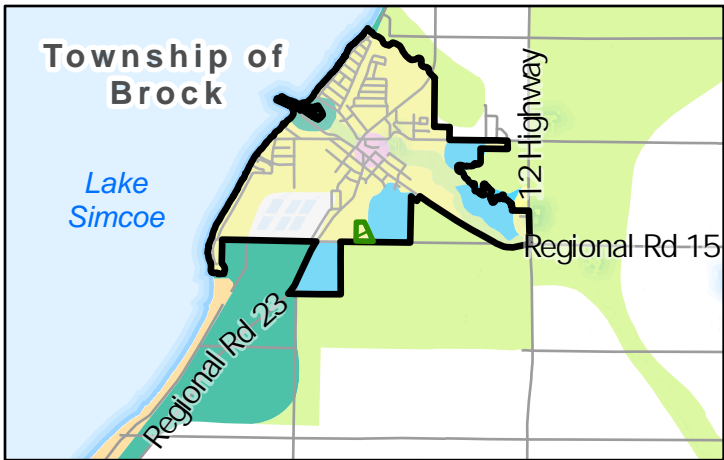
\* Land area calculated based on the approximate geometry of the subject property



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## Boundary Expansions and Conversion Requests

**Submission ID:** CNR-32

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

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

**Municipality:** Brock

### Context Map Legend

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



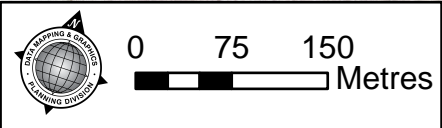
Thorah Concession Rd 5

### Legend

Lands Subject to Employment Conversion Request

- Recommended
- Withdrawn
- Not Recommended

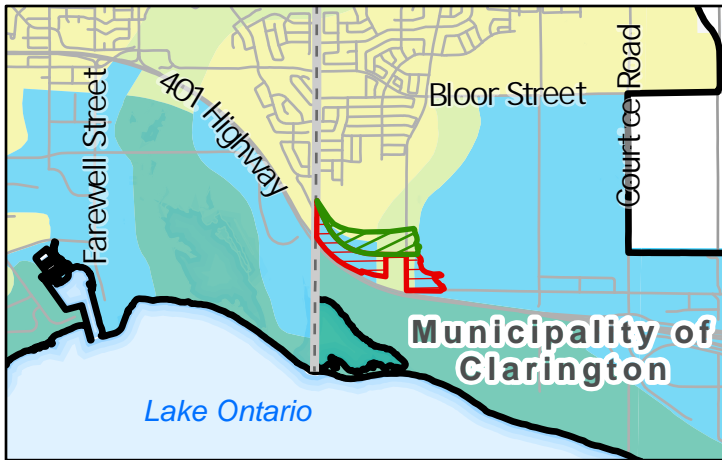
\* Land area calculated based on the approximate geometry of the subject property



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## Boundary Expansions and Conversion Requests

Submission ID: CNR-40

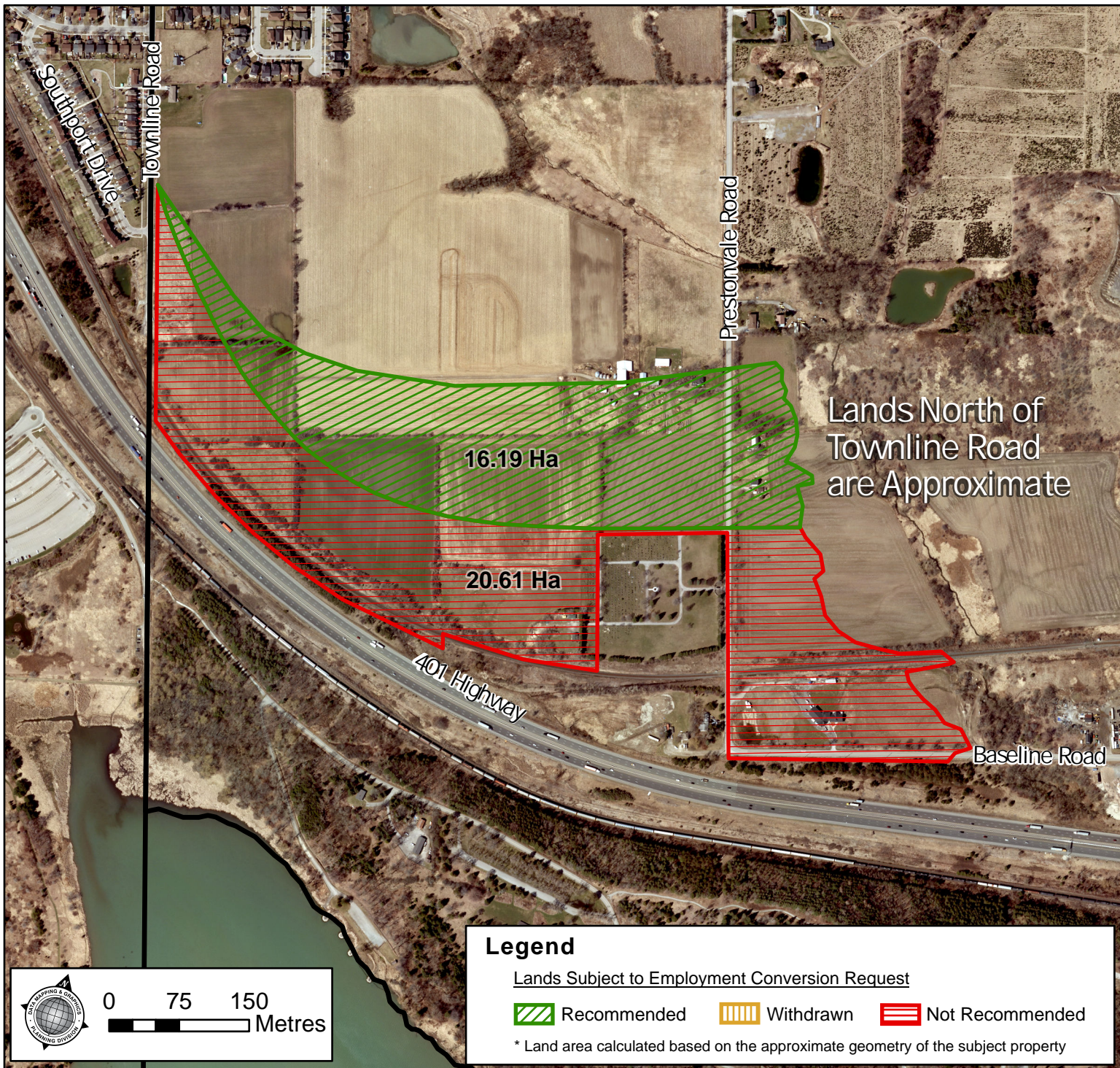
Owner:

Submission Date: 9/23/2020

Municipality: Clarington

### Context Map Legend

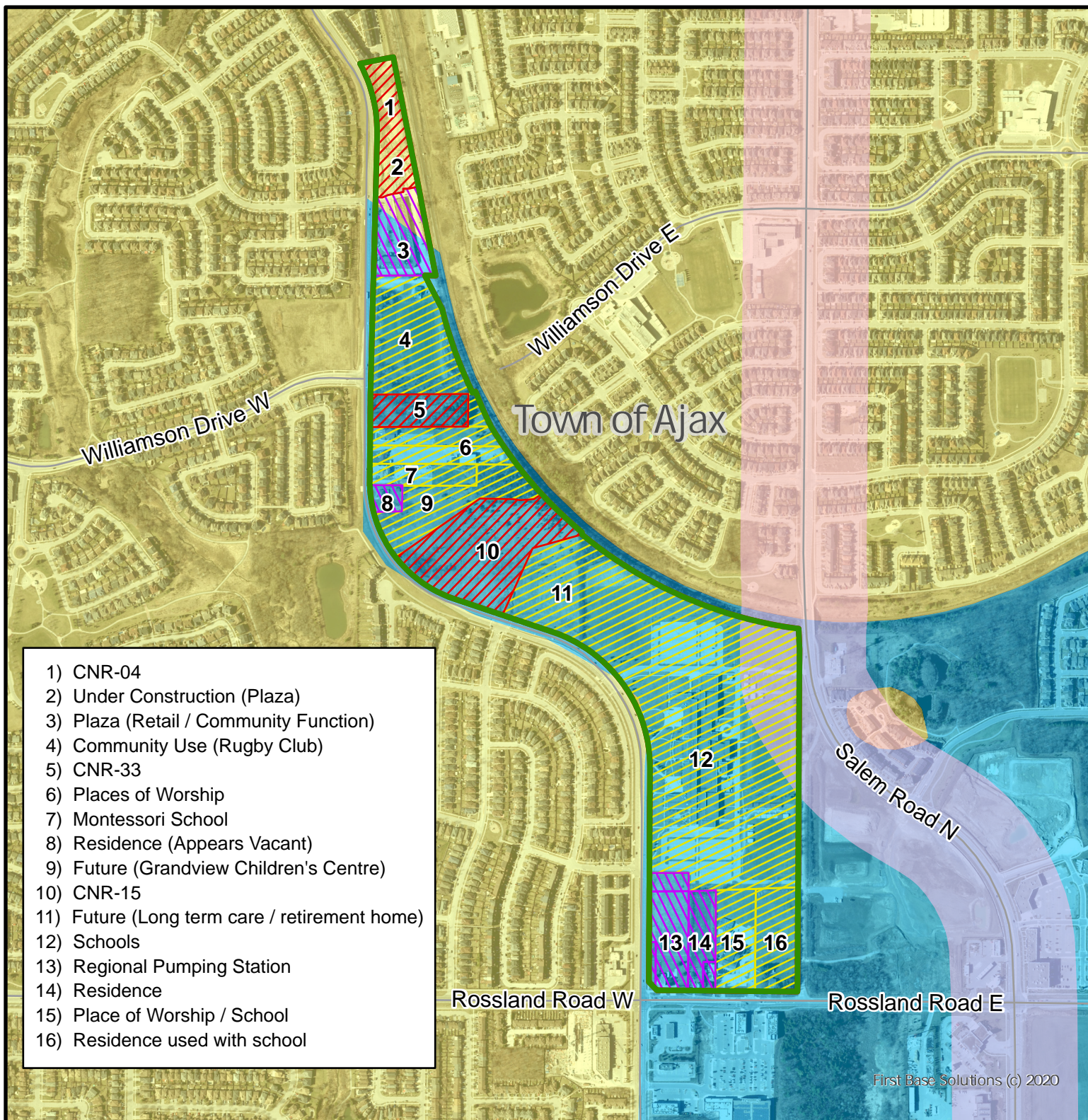
- Waterfront Areas
- Employment Areas
- Major Open Space Areas
- Living Areas
- Urban Area Boundary



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### Additional Area 2 Analysis Map



0 150 300 Meters

**Legend**

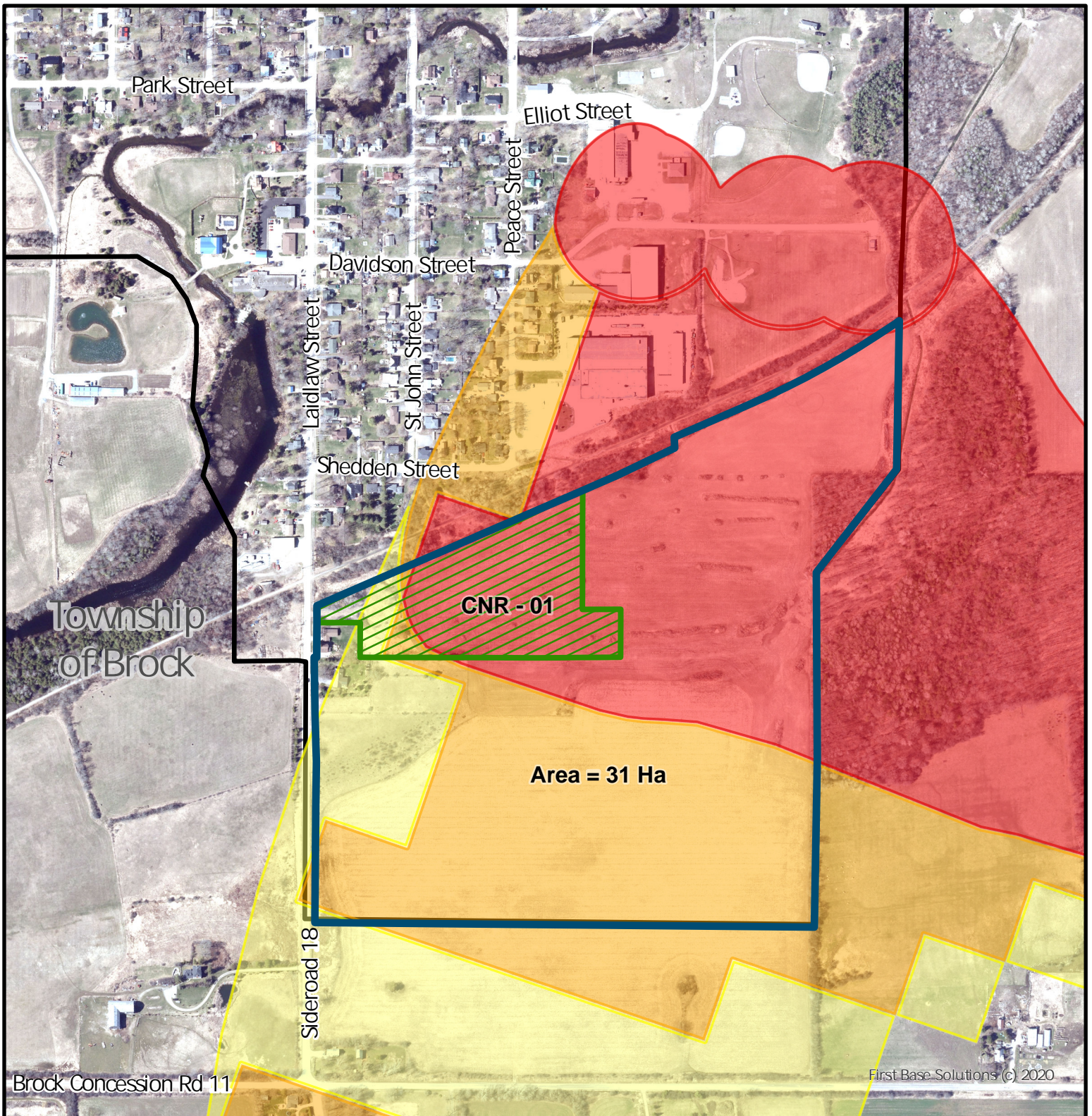
- Study Area
- Subject to Conversion Request
- Employment Function / Potential
- Community Area Function

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

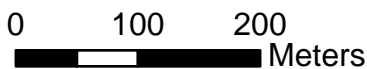
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### Additional Area 3 Analysis Map



#### Legend

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

#### Source Water Intake Protection Zone - Vulnerability Score

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

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

#### Data Sources and Disclaimer

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

## Addition Servicing Comments

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

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

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