

Discussion Paper Submissions

Summary Tables



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Durham Region
Planning and Economic
Development Department

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Agriculture and Rural System Discussion Paper Submissions – Agency Comments

Submission Number and Name	Description of Submission	Regional Staff Response
001-01 Parks Canada	<ul style="list-style-type: none"> Food sustainability/security should also be referenced. 	<ul style="list-style-type: none"> Food security is currently referenced in the existing ROP and will be carried over into the new ROP.
001-02 Parks Canada	<ul style="list-style-type: none"> With regard to the section on “broadening goals and policies” in the Executive Summary, feels this section describes what appears to be a commitment to future policy direction and is premature to include in a discussion paper. 	<ul style="list-style-type: none"> Comment noted by staff.
001-03 Parks Canada	<ul style="list-style-type: none"> Suggest indicating that Parks Canada's Rouge National Urban Park Management Plan (2019) governs land use in the park. 	<ul style="list-style-type: none"> A policy direction has been included to add the Rouge National Urban Park as a Specific Policy Area, with specific reference to the Rouge National Urban Park Management Plan.
001-04 Parks Canada	<ul style="list-style-type: none"> With regard to the discussion paper referencing work on an agriculture sector climate adaptation strategy, the need and potential for agriculture to contribute to climate change mitigation should be noted. 	<ul style="list-style-type: none"> The Durham Agricultural Sector Adaptation Strategy recognizes farmers as stewards of the land and notes the critical role they play in climate resiliency through the implementation of best management practices.
001-05 Parks Canada	<ul style="list-style-type: none"> Note that RNUP did not exist at the time of the current OP (and perhaps this could be a recommendation for a new specific policy area). 	<ul style="list-style-type: none"> A policy direction has been included to add the Rouge National Urban Park as a Specific Policy Area.
001-06 Parks Canada	<ul style="list-style-type: none"> With regard to the Region’s land base calculations, RNUP does not appear to be reflected in the numbers. 	<ul style="list-style-type: none"> Comment noted by staff.
001-07 Parks Canada	<ul style="list-style-type: none"> Having public roads as long-term borders between the urban area and agricultural lands. There may be a need for policies to guide interim boundaries between urban and agricultural uses as development in designated urban areas expands outward. 	<ul style="list-style-type: none"> The ongoing Growth Management Study will inform the Region’s approach to future policy directions related to edge planning. This approach will ensure any boundary expansions are done with consideration for the impacts to rural land uses.

Agriculture and Rural System Discussion Paper Submissions – Agency Comments

Submission Number and Name	Description of Submission	Regional Staff Response
001-08 Parks Canada	<ul style="list-style-type: none"> Management Plan for the RNUP is now in force as of the time of the release of the discussion paper. 	<ul style="list-style-type: none"> A policy direction has been included to add the Rouge National Urban Park as a Specific Policy Area and to seek consistency with the Management Plan.
001-09 Parks Canada	<ul style="list-style-type: none"> RNUP appreciates and supports the direction of recognizing the RNUP, including whether planning for the lands surrounding RNUP should consider the Management Plan, account for connections to and through the Park, and how it can support agriculture both within and surrounding the RNUP. Parks Canada staff would welcome discussion during the OP Review to define more specific policy synergies and direction for the OP. 	<ul style="list-style-type: none"> A policy direction has been included to add the Rouge National Urban Park as a Specific Policy Area, with specific reference to the Rouge National Urban Park Management Plan.
001-10 Parks Canada	<ul style="list-style-type: none"> With regard to Specific Policy Area A – Duffins/Rouge Agricultural Preserve and Seaton: There may be possibilities for synergies between farming in the West Duffins/Rouge Agricultural Reserve and Rouge National Urban Park. The start of development at Seaton on the east also provides an opportunity to update policies for the agricultural reserve. 	<ul style="list-style-type: none"> A policy direction has been included to update Specific Policy Area A based on changes to the Pickering Official Plan, and Central Pickering Development Plan.
001-11 Parks Canada	<ul style="list-style-type: none"> With regard to eliminating the requirement for agricultural products to be sourced from the farm unit upon which a farm stand is situated – the Region may wish to encourage (or require) local sourcing and not from a food terminal (as an example). 	<ul style="list-style-type: none"> Comment noted by staff.
001-12 Parks Canada	<ul style="list-style-type: none"> The Land Use and Activity Assessment Framework described on page 24 of the RNUP management plan may provide some guidance. Parks Canada intends to elaborate this framework within the period of the OP review and would welcome discussions that would benefit both our exercises in terms of criteria development. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding Specific Policy Areas. Staff will work with Parks Canada during the policy development phase of the MCR.

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Submission Number and Name	Description of Submission	Regional Staff Response
002-01 Toronto and Region Conservation Authority (TRCA)	<p>Responding to Discussion Question 1:</p> <ul style="list-style-type: none"> • Document lacks a full appreciation of the rural system. • More emphasis should be put on how identifying and protecting resources and encouraging stewardship of rural lands can contribute to enhancement of natural heritage and protecting drinking water, recreation opportunities and climate resiliency. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding updated Goals for the Rural System.
002-02 TRCA	<p>Responding to Discussion Question 2:</p> <ul style="list-style-type: none"> • Needs to provide direction on how settlement area expansions encroaching on agricultural lands will not put existing farms at a disadvantage due to increased proximity to urban uses. 	<ul style="list-style-type: none"> • The ongoing Growth Management Study will inform the most appropriate approach related to edge planning, including how to ensure adverse effects from new/expanding settlement areas on adjacent agricultural operations will be minimized and/or mitigated as per the PPS and other Provincial policy direction. • Additionally, as required by provincial policy, the impact on agricultural lands will be considered, including through applying Minimum Distance Separation and appropriate buffers.
002-03 TRCA	<p>Responding to Discussion Question 3:</p> <ul style="list-style-type: none"> • Ensure an Agricultural Impact Assessment is completed when considering the expansion of urban boundaries into agricultural lands to ensure impacts are known and mitigation measures re incorporated into the developing lands. 	<ul style="list-style-type: none"> • The Growth Plan currently includes, as part of its criteria for Settlement Area Boundary Expansion, the consideration of impacts on prime agricultural areas and the agri-food network, including requirements for an agricultural impact assessment (AIA). • The ongoing Growth Management Study will inform the most appropriate approach related to edge planning, including the requirement of an AIA as part of the consideration of an urban boundary expansion, as per Provincial policy direction.

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Submission Number and Name	Description of Submission	Regional Staff Response
002-04 TRCA	Responding to Discussion Question 3: <ul style="list-style-type: none"> Establish community garden “buffers” at the urban-rural interface. 	<ul style="list-style-type: none"> The ongoing Growth Management Study will inform the most appropriate approach related to edge planning, including the use of community gardens as one type of urban/ rural interface buffer.
002-05 TRCA	Responding to Discussion Question 3: <ul style="list-style-type: none"> Develop urban-rural-agricultural “interface/edge planning” guidelines. 	<ul style="list-style-type: none"> The ongoing Growth Management Study will inform the most appropriate approach related to edge planning.
002-06 TRCA	Responding to Discussion Question 4: <ul style="list-style-type: none"> Provide definitions for: urban farm, urban agriculture, agritourism, and define how/whether animals are permitted within urban agriculture and allow for urban agriculture use in more designations. 	<ul style="list-style-type: none"> Urban agriculture will continue to be supported in the new ROP, and area municipalities will be encouraged to support through more detailed policies at the local level.
002-07 TRCA	Responding to Discussion Question 4: <ul style="list-style-type: none"> Permit sales of produce on private and publicly owned land within municipalities that is not zoned for agriculture. 	<ul style="list-style-type: none"> This is within the jurisdiction of area municipalities (e.g. zoning by-law).
002-08 TRCA	Responding to Discussion Question 4: <ul style="list-style-type: none"> Allow urban agriculture as a permitted use in a wider variety of land use designations to enable this in residential, open space/parks, and as interim uses. 	<ul style="list-style-type: none"> Urban agriculture will continue to be supported in the new ROP, and area municipalities will be encouraged to support through more detailed policies at the local level.
002-09 TRCA	Responding to Discussion Question 4: <ul style="list-style-type: none"> Permit beekeeping in areas where agriculture is a permitted use, and pilot projects for backyard hens in controlled circumstances. 	<ul style="list-style-type: none"> Regulation of uses (e.g. whether animals are permitted) will be the jurisdiction of area municipalities.
002-10 TRCA	Responding to Discussion Question 4: <ul style="list-style-type: none"> Encourage agritourism in urban agricultural spaces within city boundaries, including urbanized areas. 	<ul style="list-style-type: none"> This comment was forwarded to the Region’s Economic Development Division. The comment was noted by staff. Comments have been considered by staff. Proposed policy directions for the Prosperous

Agriculture and Rural System Discussion Paper Submissions – Agency Comments

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		Economy include updated policies to support agri-tourism across the region (not only specifically in the urban area).
002-11 TRCA	Responding to Discussion Question 4: <ul style="list-style-type: none"> Permit growing on rooftops. 	<ul style="list-style-type: none"> Urban agriculture will continue to be supported in the new ROP, and area municipalities will be encouraged to support through more detailed policies at the local level.
002-12 TRCA	Responding to Discussion Question 4: <ul style="list-style-type: none"> Encourage local food procurement. 	<ul style="list-style-type: none"> This comment was forwarded to the Region’s Economic Development Division. The comment was noted by staff.
002-13 TRCA	Responding to Discussion Question 4: <ul style="list-style-type: none"> Provide for urban agriculture in new developments. 	<ul style="list-style-type: none"> Urban agriculture will continue to be supported in the new ROP, and area municipalities will be encouraged to support through more detailed policies at the local level.
002-14 TRCA	Responding to Discussion Question 4: <ul style="list-style-type: none"> Prepare educational information on urban agriculture to help citizens navigate municipal processes. 	<ul style="list-style-type: none"> This comment was forwarded to the Region’s Economic Development Division. The comment was noted by staff.
002-15 TRCA	<ul style="list-style-type: none"> Work with TRCA on urban agriculture initiatives. 	<ul style="list-style-type: none"> This comment was forwarded to the Region’s Economic Development Division. The comment was noted by staff. Urban agriculture will continue to be supported in the new ROP, and area municipalities will be encouraged to support through more detailed policies at the local level.
002-16 TRCA	<ul style="list-style-type: none"> Consider developing an incubator farm in Durham to support new farmers. 	<ul style="list-style-type: none"> This comment was forwarded to the Region’s Economic Development Division. The comment was noted by staff.

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Submission Number and Name	Description of Submission	Regional Staff Response
002-17 TRCA	<p>Responding to Discussion Question 5:</p> <ul style="list-style-type: none"> Natural Heritage System should be its own stand-alone designation and not contained in the MOSS. Major Open Space System does not convey the importance of the natural system and is better suited for uses such as major recreational, cemeteries and parkland. 	<ul style="list-style-type: none"> Comment noted by staff for consideration in the development of the Regional NHS and implementation of the provincial Agricultural System (currently underway).
002-18 TRCA	<p>Responding to Discussion Question 6:</p> <ul style="list-style-type: none"> Location in the Prime Agricultural Area (PAA) vs the Rural Area needs to be a key consideration. Activities unrelated to agriculture (i.e. spas, wedding facilities) could potentially be located in appropriate Rural Area lands, but should not be permitted in Prime Agricultural Areas. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding agriculture-related and on-farm diversified uses. Proposed policy directions include reference to the provincial Guidelines on Permitted Uses in Ontario’s Prime Agricultural Areas and additional guidance requiring the use to be appropriate.
002-19 TRCA	<p>Responding to Discussion Question 6:</p> <ul style="list-style-type: none"> Criteria and management recommendations found within Watershed Plans should also be considered. 	<ul style="list-style-type: none"> Proposed policy directions outline the importance of watershed planning to inform water resources identification, the protection, enhancement or restoration of water quality and quantity, decisions on the allocation of growth, and planning for water, wastewater and stormwater infrastructure.
002-20 TRCA	<p>Responding to Discussion Question 6:</p> <ul style="list-style-type: none"> Any criteria selected needs to be balanced with the realities of current farming operations and the need for diversification on the farm to remain viable. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding agriculture-related and on-farm diversified uses.
002-21 TRCA	<p>Responding to Discussion Question 7:</p> <ul style="list-style-type: none"> ROP terminology should be changed to reflect these designations where appropriate, and be consistent with provincial terminology across the upper and lower tier official plans (Prime Agriculture Lands classified as MOSS). There should be a new Rural Areas designation in the ROP and local OPs to maintain consistency with provincial terminology. 	<ul style="list-style-type: none"> Comment noted by staff for consideration in the development of the Regional NHS and implementation of the provincial Agricultural System (currently underway).

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Submission Number and Name	Description of Submission	Regional Staff Response
002-22 TRCA	Responding to Discussion Question 7: <ul style="list-style-type: none"> There is overlap between the Natural Heritage System/features and the Provincial Agricultural System. Key Natural Heritage Features and Key Hydrologic Features should be specifically mapped and designated for environmental protection 	<ul style="list-style-type: none"> Comment noted by staff for consideration in the development of the Regional NHS and implementation of the provincial Agricultural System (currently underway).
002-23 TRCA	Responding to Discussion Question 8: <ul style="list-style-type: none"> Should be a hierarchy of strictness for lot creation – virtually none in Prime Agricultural Areas and in the Greenlands System; limited permissions in the Rural Area; and some flexibility in rural settlement areas to limit sprawl and provide sufficient lots for retiring farmers. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding lot creation in rural areas. The current ROP is generally more restrictive than provincial plans regarding lot creation and has historically treated all rural areas (lands outside Urban Area boundaries) the same. The proposed policy directions are not proposing more permissions for lot creation. Settlement Areas will continue to permit lot creation in accordance with provincial plans.
002-24 TRCA	Responding to Discussion Question 9: <ul style="list-style-type: none"> Regional Nodes should be renamed/designated as “Major Recreational Uses” for consistency with Provincial plan terminology 	<ul style="list-style-type: none"> Regional Nodes are a historic designation, no new nodes will be allowed. The name will remain the same to recognize this historic connection.
002-25 TRCA	Responding to Discussion Question 10: <ul style="list-style-type: none"> Aggregate rehabilitation to natural heritage system land if they can't be returned to agriculture. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding Aggregate Resource Extraction Areas.
002-26 TRCA	Responding to Discussion Question 10: <ul style="list-style-type: none"> Should implement the new excess soil rules and regulations for Rural and Prime Agricultural Area lands as a receiving site. 	<ul style="list-style-type: none"> Excess soil policies will be included in accordance with the provincial plans, informed by Ontario Regulation 406/19. All area municipalities have site alteration/fill by-laws.

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Submission Number and Name	Description of Submission	Regional Staff Response
		<ul style="list-style-type: none"> Proposed policy directions include implementation of excess soil reuse and direction for area municipalities to determine appropriate receiving sites through their official plans and zoning bylaws.
002-27 TRCA	Responding to Discussion Question 10: <ul style="list-style-type: none"> Source protection needs to be addressed. 	<ul style="list-style-type: none"> Source water protection policies will be implemented in the new ROP as required by the applicable source water protection plans.
002-28 TRCA	Responding to Discussion Question 10: <ul style="list-style-type: none"> Should discuss the 4R Nutrient Stewardship Framework 	<ul style="list-style-type: none"> This comment was forwarded to the Region’s Economic Development Division. Comment was noted by staff.
003-01 Central Lake Ontario Conservation Authority (CLOCA)	Responding to Discussion Question #1: <ul style="list-style-type: none"> Consider adding “a fixed boundary to a permanent protected countryside” as a basis for the Plan in Section 1.1.1. 	<ul style="list-style-type: none"> Comment was considered by staff as part of the proposed policy directions regarding updated Goals for the Rural System. Comment also noted by staff for consideration in the implementation of the provincial Agricultural System (currently underway).
003-02 CLOCA	Responding to Discussion Question #1: <ul style="list-style-type: none"> Consider adding “to support a sustainable, diversified, and prosperous Agricultural System” as a goal of the Plan in Section 1.2.1. 	<ul style="list-style-type: none"> Comment was considered by staff as part of the proposed policy directions regarding updated Goals for the Rural System.
003-03 CLOCA	Responding to Discussion Question #1: <ul style="list-style-type: none"> Consider revising Direction 1.3.1 j) to “encouraging and achieving stewardship and restoration of land;” 	<ul style="list-style-type: none"> Comments was considered by staff as part of the proposed policy directions regarding updated Goals for the Rural System.
003-04 CLOCA	Responding to Discussion Question #1: <ul style="list-style-type: none"> Consider creating an “Agriculture and Rural Economic Development” section in Part A of the Plan. 	<ul style="list-style-type: none"> The framework for the new ROP can be found in Report #2020-P-24. Comments was considered by staff as part of the proposed policy directions regarding updated Goals for the Rural System.

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Submission Number and Name	Description of Submission	Regional Staff Response
		<ul style="list-style-type: none"> Proposed policy directions include the addition of a Prosperous Economy section which incorporates agriculture and rural economic development supportive policies. This comment was forwarded to the Region’s Economic Development Division. The comment was noted by staff.
003-05 CLOCA	<p>Responding to Discussion Question #3:</p> <ul style="list-style-type: none"> CLOCA staff recommend extra policy support be given to achieving a restored Greenbelt Natural Heritage System as a method to reduce and address land use conflicts between urban and rural land uses and areas. Restoration would include robust plantings of natural, self-sustaining vegetation, forming new or additional woodlands, wetlands and meadow habitats. Consideration of the important relationship between agriculture and natural areas/resources, which currently exists in the Regional Official Plan, continue. 	<ul style="list-style-type: none"> Proposed policy directions include a new focus on restoration of natural heritage features and areas. The theme of natural environment restoration will be integrated into the Regional Natural Heritage System policies of the ROP, which includes the Greenbelt Natural Heritage System. Restoring natural areas can help to reduce conflict between urban/rural land uses. For example, initiating tree planting programs on both public and private lands to create more a natural separation between farms and urban/residential uses.
003-06 CLOCA	<p>Responding to Discussion Question #4:</p> <ul style="list-style-type: none"> Recognize urban agriculture as being a part of the Region’s Agricultural System. 	<ul style="list-style-type: none"> Comment noted by staff.
003-07 CLOCA	<p>Responding to Discussion Question #4:</p> <ul style="list-style-type: none"> Include mapping of conceptual areas where urban agriculture could be considered. 	<ul style="list-style-type: none"> Urban agriculture will continue to be supported in the new ROP, and area municipalities will be encouraged to support through more detailed policies at the local level.
003-08 CLOCA	<p>Responding to Discussion Question #4:</p> <ul style="list-style-type: none"> CLOCA staff do not support considering urban agricultural uses within designations for natural heritage systems or features. 	<ul style="list-style-type: none"> The new ROP will support urban agriculture, but details (e.g. locations) will be determined by area municipal official plans.

Agriculture and Rural System Discussion Paper Submissions – Agency Comments

Submission Number and Name	Description of Submission	Regional Staff Response
003-09 CLOCA	<p>Responding to Discussion Questions #6:</p> <ul style="list-style-type: none"> Ensure when considering these types of uses that ecological, hydrological integrity and source water protection is maintained. We assume that any proposed policies in this regard will be appropriately integrated with the environment, natural heritage system, water resource system, natural hazards and source water protection policies in the Plan. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding agriculture-related and on-farm diversified uses. Proposed policy directions include reference to the provincial Guidelines on Permitted Uses in Ontario’s Prime Agricultural Areas and additional guidance requiring the use to be appropriate to available services (e.g. water needs).
003-10 CLOCA	<p>Responding to Discussion Questions #6:</p> <ul style="list-style-type: none"> Impervious surfaces should be reduced to the extent possible. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding climate resilient development, such as low impact development. Comments were also considered by staff as part of the proposed policy directions regarding agriculture-related and on-farm diversified uses. Proposed policy directions include reference to the provincial Guidelines on Permitted Uses in Ontario’s Prime Agricultural Areas and additional guidance regarding a maximum amount of land occupied by an on-farm diversified use (no more than two per cent of the property, to a maximum of one hectare).
003-11 CLOCA	<p>Responding to Discussion Questions #6:</p> <ul style="list-style-type: none"> The Region should carefully evaluate which uses are overly consumptive of agricultural lands and which should continue to be directed to employment lands such as large-scale greenhouses. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding agriculture-related and on-farm diversified uses. Proposed policy include reference to the provincial Guidelines on Permitted Uses in Ontario’s Prime Agricultural Areas and additional guidance regarding uses not appropriate to be located on agricultural lands.

Agriculture and Rural System Discussion Paper Submissions – Agency Comments

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		<ul style="list-style-type: none"> • Similar to the province, the Region does not intend to distinguish by crop type and greenhouses are typically a permitted use in agricultural areas. • However, depending on the scale, servicing requirements and land use compatibility concerns, the appropriate location may be on rural lands or in Employment Areas.
003-12 CLOCA	<ul style="list-style-type: none"> • Natural heritage systems should be designated as “primary” land use designations wherever possible. • Suggest the region avoid an approach whereby natural heritage systems and features are designated with a Prime Agricultural Areas overlay or vice versa. 	<ul style="list-style-type: none"> • The new ROP will establish a regional NHS with associated NHS policies that reflect a shift from a features-based to systems-based approach to protecting the natural environment. This review is currently underway.
003-13 CLOCA	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> • The provincial mapping appears to over designate Prime Agricultural Areas over many features more appropriately designated as components of a natural heritage system or water resource system (or both). 	<ul style="list-style-type: none"> • Comment noted by staff for consideration in the development of the Regional NHS and implementation of the provincial Agricultural System (currently underway).
003-14 CLOCA	<p>Responding to Discussion Question #8:</p> <ul style="list-style-type: none"> • CLOCA staff support more restrictive lot creation policies in rural areas and recommend that the lot creation policies in the Greenbelt Plan be extended to all lands outside of the Urban Area Boundary. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding lot creation in rural areas. • The current ROP is generally more restrictive than provincial plans regarding lot creation and has historically treated all rural areas (lands outside Urban Area boundaries) the same.
003-15 CLOCA	<p>Responding to Discussion Question #8:</p> <ul style="list-style-type: none"> • CLOCA staff request that the Region continue to support the limited practice of lot creation for the purposes of securement of natural areas by conservation authorities and recommend a lot creation policy specific to this purpose. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding lot creation in rural areas.

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003-16 CLOCA	<p>Responding to Discussion Question 10:</p> <ul style="list-style-type: none"> Mitigating the continued loss of rural/prime agricultural lands should be a prominent consideration. The existing Urban Area Boundary should be maintained and growth accommodated through optimization of lands currently within the Urban Area. 	<ul style="list-style-type: none"> Comment noted by staff. Should the Land Needs Assessment determine that additional Urban Area lands are required to accommodate the 2051 Growth Forecast, the Region will proceed to evaluate the most suitable location(s) for Settlement Area Boundary Expansion. As required by the Growth Plan and current ROP policies, avoiding and minimizing the impact on prime agricultural lands will be incorporated as part of this analysis.
003-17 CLOCA	<p>Responding to Discussion Question 10:</p> <ul style="list-style-type: none"> Addressing the region’s agricultural and rural lands’ vulnerability to climate change impacts is critical. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding updated Goals for the Rural System.
004-01 Ministry of Municipal Affairs and Housing (MMAH)/Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA)	<ul style="list-style-type: none"> A Place to Grow provides policy direction for the implementation of the Provincial Agricultural System, including applicability within the Greenbelt Plan Area and outside the Greenbelt Area, and options for when upper tier municipalities implement the system. 	<ul style="list-style-type: none"> Comment noted by staff for consideration in the development of the Regional NHS and implementation of the provincial Agricultural System (currently underway).
004-02 MMAH/OMAFRA	<ul style="list-style-type: none"> Implementation Procedures for the Agricultural System in Ontario’s GGH are currently being updated. The Region should review the revised document once it is available. 	<ul style="list-style-type: none"> Comment noted by staff for consideration in the implementation of the provincial Agricultural System (currently underway).
004-03 MMAH/OMAFRA	<ul style="list-style-type: none"> OMAFRA would like to emphasize municipalities have the choice of developing their own policy approaches to addressing the implementation guidelines. 	<ul style="list-style-type: none"> Comment noted by staff for consideration in the implementation of the provincial Agricultural System (currently underway).

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	<ul style="list-style-type: none"> • If no stance has been taken in the ROP/Local OPs, the default outlined in MDS will apply. • The MCR is a good time to determine whether there will be a Regional approach for all or some of the 4 guideline items or whether local municipalities will be able to determine their approach. 	
004-04 MMAH/OMAFRA	<ul style="list-style-type: none"> • Recommend reviewing Implementation Procedures for the Agricultural System, in particular, “Agricultural Land Base Refinements Related to Natural Heritage Features and Areas” which identifies four appropriate options for consideration related to environmental/natural heritage system mapping. 	<ul style="list-style-type: none"> • Comment noted by staff for consideration in the development of the Regional NHS and implementation of the provincial Agricultural System (currently underway).
004-05 MMAH/OMAFRA	<ul style="list-style-type: none"> • MMAH/OMAFRA is generally supportive of the Region’s proposed approach to refine the agricultural land base mapping and look forward to working with the Region through the process. 	<ul style="list-style-type: none"> • Comment noted by staff.
004-06 MMAH/OMAFRA	<ul style="list-style-type: none"> • Regarding existing designated non-agricultural uses (e.g. commercial, institutional, recreational): <ul style="list-style-type: none"> ○ Following the mapping refinement process, these uses may retain their original designation as long as there are policies that recognise that the use is considered permitted within a broader prime agricultural area designation and that changing/expanding that use would trigger PPS 2.3.6 policies. This option is outlined in the Implementation Procedures for the Agricultural System. 	<ul style="list-style-type: none"> • Comment noted by staff for consideration in the implementation of the provincial Agricultural System (currently underway).
004-07 MMAH/OMAFRA	<ul style="list-style-type: none"> • As part of Durham Region’s mapping refinement process, we strongly encourage the inclusion of edge mapping across the Region’s lower-tiers and neighbouring upper- and single-tier boundaries to help create a continuous agricultural land base across municipalities. 	<ul style="list-style-type: none"> • Comment noted by staff for consideration in the implementation of the provincial Agricultural System (currently underway).

Agriculture and Rural System Discussion Paper Submissions – Agency Comments

Legend of Discussion Questions

Number	Discussion Question
1.	Are the current goals and directions for the Agricultural/Rural System still relevant/appropriate?
2.	Are there aspects of Minimum Distance Separation that you would like to see addressed in greater detail in the ROP?
3.	In what ways do you believe the Region should address land use conflicts arising between urban and rural land uses?
4.	How can the Region support urban agriculture through policy in the ROP?
5.	Are there additional areas we should consider identifying as Specific Policy Areas?
6.	Is there criteria that should be considered when siting “new” types of agricultural-related and on-farm diversified uses?
7.	Are there any additional considerations the Region should have regard for in the refinement of the Agricultural System Mapping?
8.	Should the ROP be more or less restrictive in terms of lot creation in the Rural Area? What criteria should be considered?
9.	Is there value in continuing to identify Regional Nodes in the ROP? If so, what Regional Nodes, (or areas exhibiting these characteristics), should be considered?
10.	Have we missed any trends that you feel should be reviewed and considered in the agriculture/rural context as part of the MCR?

Agriculture and Rural System Discussion Paper Submissions – Municipal Comments

Submission Number and Name	Description of Submission	Regional Staff Response
001-01 City of Pickering	<p>Responding to Discussion Question 1:</p> <ul style="list-style-type: none"> • Goals and directions should be maintained and expanded to: <ul style="list-style-type: none"> ○ Support diversification of agricultural uses and value-added agriculture; ○ Support edge planning that will protect farm operations and improve land use compatibility between agricultural and urban land uses; ○ Plan for climate change impacts; ○ Acknowledge the important relationship between the Prime Agricultural Areas and the Agri-food Network; ○ Support the provision of reliable fiber optic services to the rural area. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding updated Goals for the Rural System. • This comment was forwarded to the Region’s Economic Development Division. The comment was noted by staff.
001-02 City of Pickering	<p>Responding to Discussion Question 2:</p> <ul style="list-style-type: none"> • Current high-level approach to referencing MDS in the ROP should be maintained and area municipalities should have the flexibility to further implement and interpret the MDS formulae at the local level. 	<ul style="list-style-type: none"> • Proposed policy directions include maintaining the current high-level approach regarding MDS compliance.
001-03 City of Pickering	<p>Responding to Discussion Question 3:</p> <ul style="list-style-type: none"> • Local official plans should be required to incorporate buffer areas along the urban/rural interface as a mechanism to address land use conflicts arising between urban and rural land uses. 	<ul style="list-style-type: none"> • The ongoing Growth Management Study will inform the most appropriate approach related to edge planning, including how to ensure adverse effects from new/expanding settlement areas on adjacent agricultural operations will be minimized and/or mitigated as per the PPS and other provincial policy direction.
001-04 City of Pickering	<p>Responding to Discussion Question 7:</p> <ul style="list-style-type: none"> • High level policy support for, and recognition of, urban agriculture as part of the Region’s Agricultural System should be included in the ROP, while also encouraging area municipalities to support urban agriculture through policies and zoning. 	<ul style="list-style-type: none"> • Urban agriculture will continue to be supported in the new ROP, and area municipalities will be encouraged to support through more detailed policies at the local level.

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001-05 City of Pickering	Responding to Discussion Question 10: <ul style="list-style-type: none"> Any technical matters that may have occurred within the Duffins/Rouge Agricultural Preserve and Seaton Specific Policy Area lands since their designation in the ROP should be updated. 	<ul style="list-style-type: none"> These comments are reflected in the proposed amendments to reflect updates to the City of Pickering OP, and to conform to the Central Pickering Development Plan.
001-06 City of Pickering	Responding to Discussion Question 6: <ul style="list-style-type: none"> Policies should be broadened to recognize “new” types of agriculture-related and on-farm diversified uses. Area municipalities should be enabled to consider these types of uses through zoning by-law amendments/site plan approval, and to detail criteria for these uses. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding on-farm diversified uses. Proposed policy directions include support for a full range of agricultural uses, agriculture-related and on-farm diversified uses. To assist with limiting scale, managing land use compatibility and ensuring appropriate servicing availability, policy directions propose these uses be considered through an amendment to the applicable zoning by-law.
001-07 City of Pickering	Responding to Discussion Question 6: <ul style="list-style-type: none"> The ROP should include caps for certain scales of agriculture-related and on-farm diversified uses that would trigger a more comprehensive planning review process. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding on-farm diversified uses. The proposed policy directions highlight the province’s Guideline for Permitted Uses in Prime Agricultural Areas, which include recommendations for a maximum permitted size. In addition, proposed policy directions recommend area municipal official plans include detailed policies to limit the scale of on-farm diversified uses.

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Submission Number and Name	Description of Submission	Regional Staff Response
001-08 City of Pickering	Responding to Discussion Question 7: <ul style="list-style-type: none"> • Region should acknowledge and address concerns around: • Provincial Agricultural System mapping follow lot boundaries – it cuts through rural estate residential (Barclay Estates) • Identified candidate lands south of Kinsale and north of Concession 5 are covered by natural features and are unlikely to be used for agricultural purposes 	<ul style="list-style-type: none"> • Comment noted by staff for consideration in the implementation of the provincial Agricultural System (currently underway).
001-09 City of Pickering	Responding to Discussion Question 8: <ul style="list-style-type: none"> • Lot creation policies in the ROP should be revised to restrict surplus farm dwelling severances only for abutting consolidations within Prime Agricultural Areas in the Prime Agriculture System. 	<ul style="list-style-type: none"> • Comment was considered by staff as part of the proposed policy directions for lot creation in rural areas. • The current ROP is generally more restrictive than provincial plans regarding lot creation. The Region is not contemplating the removal of permissions to sever a non-abutting surplus farm dwelling.
001-10 City of Pickering	Responding to Discussion Question 10: <ul style="list-style-type: none"> • Major Open Space designation should be maintained for non-prime agricultural lands in the ROP rather than Rural Lands 	<ul style="list-style-type: none"> • Comment noted by staff for consideration in the implementation of the provincial Agricultural System (currently underway).
001-11 City of Pickering	Responding to Discussion Question 10: <ul style="list-style-type: none"> • The ROP should restrict large solar farms from locating on Prime Agricultural lands. 	<ul style="list-style-type: none"> • Proposed policy directions prohibit large commercial renewable energy facilities from locating on prime agricultural land.
001-12 City of Pickering	Responding to Discussion Question 10: <ul style="list-style-type: none"> • The Rouge National Urban Park and its management objectives be recognized in the new ROP. 	<ul style="list-style-type: none"> • A policy direction has been included to add the Rouge National Urban Park as a Specific Policy Area, with specific reference to the Rouge National Urban Park Management Plan.

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Submission Number and Name	Description of Submission	Regional Staff Response
001-13 City of Pickering	Responding to Discussion Question 10: <ul style="list-style-type: none"> Aggregate resource policies should be updated in accordance with the 2014 PPS and A Place to Grow. 	<ul style="list-style-type: none"> Comment was considered by staff as part of the proposed policy directions for aggregate resources. Policies have been updated to be in conformity with relevant provincial plans.
001-14 City of Pickering	Responding to Discussion Question 10: <ul style="list-style-type: none"> Aggregate resource mapping should not be shown within the limits of settlement areas (Barclay Estates). 	<ul style="list-style-type: none"> Comment was considered by staff as part of the proposed policy directions for aggregate resources.
001-15 City of Pickering	Responding to Discussion Question 10: <ul style="list-style-type: none"> ROP should enable area municipalities to allow accessory uses on golf courses, subject to criteria controlling the scale of the accessory use. 	<ul style="list-style-type: none"> Comment noted by staff.
001-16 City of Pickering	Responding to Discussion Question 10: <ul style="list-style-type: none"> An exception should be added to the ROP for a cemetery use on lands located north-east of the Hamlet of Greenwood, between Highway 407 and Highway 7, reflected as “E3” on Schedule I of the Land Use Structure in the Pickering OP. 	<ul style="list-style-type: none"> The subject site is designated as Prime Agricultural Area. The proposed policy directions recognize the exception as approved by the Pickering Official Plan.
002-01 City of Oshawa	Responding to Discussion Question 1: <ul style="list-style-type: none"> The current goals and directions for the Agricultural/Rural System should be updated to reflect current conditions and be elaborated on to provide more detail. Urban agriculture should be added as a goal or direction. 	<ul style="list-style-type: none"> Proposed policy directions include requiring the inclusion of polices for urban agriculture and community gardens with consideration for scale and compatibility within area municipal official plan updates, or secondary plans as appropriate.
002-02 City of Oshawa	Responding to Discussion Question 2: <ul style="list-style-type: none"> There is support for the current high-level approach to MDS in the ROP as it allows for flexibility of implementation at the local level. 	<ul style="list-style-type: none"> Proposed policy directions include maintaining the current high-level approach regarding MDS compliance.

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Submission Number and Name	Description of Submission	Regional Staff Response
002-03 City of Oshawa	Responding to Discussion Question 3: <ul style="list-style-type: none"> • Agrees with approach in the discussion paper to address conflicts arising between urban and rural uses. 	<ul style="list-style-type: none"> • Comment noted by staff.
002-04 City of Oshawa	Responding to Discussion Question 4: <ul style="list-style-type: none"> • Defining urban agriculture (including examples such as community gardens, greenhouses and roof top gardens) and expanding the agricultural focus to recognize urban agriculture as being part of the Region’s Agricultural System; • Providing high-level policy support within the D.R.O.P., including goals and objectives related to urban agriculture, food security and the Durham Food Charter; • Providing high-level policy support within the D.R.O.P. to permit and encourage continuation of agriculture uses within the urban area boundary until the lands are converted to urban uses (e.g. the City currently permits interim agricultural uses on residentially designated lands in the Kedron Part II Plan area); • Incorporating permissions for the establishment of urban agricultural uses within appropriate land use designations; • Encouraging the use of marginal, excess or underutilized private and public lands for urban agricultural purposes; and • Encouraging area municipalities to support urban agriculture through policies. 	<ul style="list-style-type: none"> • Urban agriculture will continue to be supported in the new ROP, and area municipalities will be encouraged to support through more detailed policies at the local level.

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Submission Number and Name	Description of Submission	Regional Staff Response
002-05 City of Oshawa	Responding to Discussion Question 5: <ul style="list-style-type: none"> There are no Specific Policy Areas that should be identified in Oshawa. 	<ul style="list-style-type: none"> Comment noted by staff.
002-06 City of Oshawa	Responding to Discussion Question 6: <ul style="list-style-type: none"> Criteria that should be considered when siting “new” types of agricultural-related and on-farm diversified uses. Future ROP policies should permit flexibility for area municipalities in siting “new” agricultural-related and on-farm diversified uses. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding on-farm diversified uses. The Region supports local area municipalities utilizing appropriate planning tools when considering new uses on Prime Agricultural lands.
002-07 City of Oshawa	Responding to Discussion Question 7: <ul style="list-style-type: none"> Oshawa agrees with approach to refine Provincial Agricultural System Mapping as outlined in the discussion paper 	<ul style="list-style-type: none"> Comment noted by staff.
002-08 City of Oshawa	Responding to Discussion Question 8: <ul style="list-style-type: none"> Recommend that Region not be more restrictive than the Province in terms of lot creation in the rural area 	<ul style="list-style-type: none"> Comment was considered by staff as part of the proposed policy directions for lot creation in rural areas. The current ROP is generally more restrictive than provincial plans regarding lot creation and the proposed policy directions are consistent with this approach.
002-09 City of Oshawa	Responding to Discussion Question 9: <ul style="list-style-type: none"> No recommendations for any Regional Nodes to be added in Oshawa. 	<ul style="list-style-type: none"> Proposed policy directions describe Regional Nodes as a historic policy, with no new nodes proposed.

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Submission Number and Name	Description of Submission	Regional Staff Response
002-10 City of Oshawa	<p>Responding to Discussion Question 10:</p> <ul style="list-style-type: none"> Provide direction for industrial businesses with an agricultural component (e.g. cannabis) direction should be included to minimize any negative impacts (from an industrial perspective). 	<ul style="list-style-type: none"> Comment was considered by staff as part of the proposed policy directions for agriculture-related and on-farm diversified uses. Proposed policy directions include reference to the provincial Guidelines on Permitted Uses in Ontario’s Prime Agricultural Areas and additional guidance regarding uses not appropriate to be located on agricultural lands. Similar to the province, the Region does not intend to distinguish by crop type and cannabis is typically a permitted use in agricultural areas. Depending on the scale, servicing requirements and land use compatibility concerns, the appropriate location may be on rural lands or in Employment Areas. The most appropriate tools to manage land use compatibility are within municipal jurisdiction (e.g. zoning by-law, site plan approval and nuisance by-laws).
002-11 City of Oshawa	<p>Responding to Discussion Question 10:</p> <ul style="list-style-type: none"> More active transportation options in the rural area. 	<ul style="list-style-type: none"> The Regional Cycling Plan Update has expanded the Primary Cycling Network to include the Province-wide Cycling Network, which includes the Waterfront Trail and most of the Great Trail. It is also proposing ways to address gaps for multi-use paths on Regional roads that are part of the Primary Cycling Network. There are also more rural connections included as part of the Primary Cycling Network.

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Submission Number and Name	Description of Submission	Regional Staff Response
002-12 City of Oshawa	Responding to Discussion Question 10: <ul style="list-style-type: none"> Research large fill sites in the rural area and their impact on agriculture. 	<ul style="list-style-type: none"> Excess soil policies will be implemented in the new ROP in conformity with the provincial plans and informed by provincial regulations and guidance. All area municipalities have site alteration/fill by-laws and are responsible for regulating fill sites in their municipality.
003-01 Township of Scugog (MHBC)	Responding to Discussion Question 2: <ul style="list-style-type: none"> Implementation of MDS is more appropriately dealt with at the local level. ROP should maintain the current high-level policy approach. 	<ul style="list-style-type: none"> Proposed policy directions include maintaining the current high-level approach regarding MDS compliance.
003-02 Township of Scugog (MHBC)	Responding to Discussion Question 3: <ul style="list-style-type: none"> Edge planning reports from Peel Region (2015) and York Region (2018) identify a range of tools and recommended practices for mitigating impacts at the urban/rural fringe. Edge planning is a detailed process and implementation of guidelines would be at both the Regional and local level. The Region should consult with local municipalities as well as the agricultural industry. 	<ul style="list-style-type: none"> The ongoing Growth Management Study will inform the most appropriate approach related to edge planning, including how to ensure adverse effects from new/expanding settlement areas on adjacent agricultural operations will be minimized and/or mitigated as per the PPS and other provincial policy direction. Area municipalities will continue to be engaged throughout the MCR process.
003-03 Township of Scugog (MHBC)	Responding to Discussion Question 4: <ul style="list-style-type: none"> While there are benefits of urban agriculture, there are also challenges with potential land use conflicts and nuisances similar to urban/rural interface. In an urban environment, smaller scale agricultural nuisances could pose more concern due to lesser separation between uses. 	<ul style="list-style-type: none"> Urban agriculture will continue to be supported in the new ROP, and area municipalities will be encouraged to support through more detailed policies at the local level.

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Submission Number and Name	Description of Submission	Regional Staff Response
003-04 Township of Scugog (MHBC)	<ul style="list-style-type: none"> The ROP should include policies for renewable energy while ensuring that, if proposed in Prime Agricultural Areas, such facilities are not land intensive but may be accommodated through the multi-use of agricultural buildings i.e. roof-top solar. 	<ul style="list-style-type: none"> Proposed policy directions prohibit large commercial renewable energy facilities from locating on prime agricultural land.
003-05 Township of Scugog (MHBC)	<ul style="list-style-type: none"> High level criteria could be included in the ROP for rural renewable energy projects which could help to ensure some consistency across the Region in their consideration. 	<ul style="list-style-type: none"> Proposed policy directions require area municipalities to regulate size and design of renewable energy projects with consideration for adjacent and sensitive land uses and the environment.
003-06 Township of Scugog (MHBC)	<p>Responding to Discussion Question 6:</p> <ul style="list-style-type: none"> Policies for Agriculture-related and on-farm diversified uses should be considered for lands outside of Prime Agricultural Areas. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding agriculture-related on-farm diversified uses and all rural lands will be subject to the same policies. The proposed policy directions apply to all lands outside of urban areas.
003-07 Township of Scugog (MHBC)	<p>Responding to Discussion Question 6:</p> <ul style="list-style-type: none"> The use of site plan control may be a helpful tool to facilitate on-farm diversified uses while managing scale and mitigating impacts. 	<ul style="list-style-type: none"> The proposed policy directions report recognizes that local area municipalities are the more appropriate jurisdiction to manage scale and mitigate impacts of on-farm diversified uses.
003-08 Township of Scugog (MHBC)	<ul style="list-style-type: none"> Detailed delineation of hamlets should be based on the boundaries within approved Scugog OP mapping. 	<ul style="list-style-type: none"> Comment noted by staff.

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Submission Number and Name	Description of Submission	Regional Staff Response
003-09 Township of Scugog (MHBC)	<ul style="list-style-type: none"> Ensure residential clusters recognized in Scugog OP are accurately represented in the ROP. 	<ul style="list-style-type: none"> Comment noted by staff.
003-10 Township of Scugog (MHBC)	<p>Responding to Discussion Question 8:</p> <ul style="list-style-type: none"> Policies relating to the prohibition of additional lot creation within or adjacent to these lots should be clear and concise to ensure there is no confusion for affected land owners. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding lot creation. The most effective mechanism to ensure retained lands, resulting from a surplus farm dwelling severance, remain vacant (no new house) is through a zoning by-law amendment. As such, if the property is zoned accurately, a prospective landowner should be able to request this information from the municipality.
003-11 Township of Scugog (MHBC)	<ul style="list-style-type: none"> Consideration should be given to review of estate residential subdivision policies with the rural clusters review. 	<ul style="list-style-type: none"> Estate residential subdivisions are no longer permitted by provincial plans and the policies of the ROP will reflect this.
003-12 Township of Scugog (MHBC)	<ul style="list-style-type: none"> Ministries should be involved in facilitating and regulating the rehabilitation of pits and quarries to an agricultural condition. 	<ul style="list-style-type: none"> Rehabilitation of aggregate sites is regulated by the site plan and MNRF.
003-13 Township of Scugog (MHBC)	<ul style="list-style-type: none"> Current ROP policies rely heavily on local municipalities to deal with cemetery proposals. The Township may wish to consider whether additional ROP policies may assist in dealing with large scale cemetery applications. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding cemeteries. Comment also noted by staff for consideration in the implementation of the provincial Agricultural System (currently underway).

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003-14 Township of Scugog (MHBC)	<ul style="list-style-type: none"> There was insufficient discussion in the Discussion Paper relating to the support of agriculture within the context of transportation/roads. Road design related issues (movement of livestock and equipment) would apply to Regional Roads as well. 	<ul style="list-style-type: none"> This comment was forwarded to the Regional Works Department, which prepared the following response: The Region recognizes the importance of our Regional road system to support the agricultural industry. Regional roads, and particularly the Strategic Goods Movement Network, are designed and operated to facilitate goods movement throughout the Region and beyond, which supports the shipping of agricultural inputs, livestock and products. The unique movement needs of large agricultural equipment are considered in the design of new or rehabilitated rural Regional roads and intersections. Features such as wider shoulders, increased field entrance widths, wider turn radii, and increased set-backs to roadside obstacles can be incorporated where appropriate. Through the Durham TMP, the Region has implemented a paved shoulder policy, where a 1.5 m partially paved shoulder is included as part of a Regional road reconstruction, rehabilitation or road widening for rural cross-sections. Proposed policy directions related to goods movement, following the completion of the Region’s Freight and Goods Movement Review, will recognize the paved shoulder policy for a variety of road users, including agricultural vehicles.

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004-01 Township of Uxbridge, incl. comments on behalf of Agricultural Advisory Committee	Responding to Discussion Question 8: <ul style="list-style-type: none"> • Allow farmers to sever lots from their property, or sever lots for the next generation. • Size of lots should be based on individual requests, not a fixed size. • Ensure the ROP aligns with Provincial policy when dealing with lot creation in rural areas. 	<ul style="list-style-type: none"> • Comments were considered by staff during the development of the proposed policy directions for lot creation. • In accordance with provincial plans, lot creation should be limited to reduce fragmentation of the agricultural land base. • Applications are assessed individually, but in order to ensure a consistent approach (and conformity with provincial plans), the ROP contains criteria that each application must meet. • The proposed policy directions report does not introduce more flexibility for lot creation.
004-02 Township of Uxbridge, incl. comments on behalf of Agricultural Advisory Committee	Responding to Discussion Question 9: <ul style="list-style-type: none"> • Acknowledging Regional Nodes are a good idea, but new Nodes have not been established in a long time. 	<ul style="list-style-type: none"> • Proposed policy directions describe Regional Nodes as a historic policy, with no new nodes proposed.
004-03 Township of Uxbridge, incl. comments on behalf of Agricultural Advisory Committee	Responding to Discussion Question 10: <ul style="list-style-type: none"> • The ROP should consider emerging issues, such as the cannabis industry. • Clarification regarding the cannabis industry should be provided, such as what is considered to be agriculture and what is industrial. 	<ul style="list-style-type: none"> • Comment was considered by staff as part of the proposed policy directions for agriculture-related and on-farm diversified uses. • Proposed policy directions include reference to the provincial Guidelines on Permitted Uses in Ontario’s Prime Agricultural Areas and additional guidance regarding uses not appropriate to be located on agricultural lands.

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		<ul style="list-style-type: none"> • Similar to the province, the Region does not intend to distinguish by crop type and cannabis is typically a permitted use in agricultural areas. • Depending on the scale, servicing requirements and land use compatibility concerns, the appropriate location may be in Employment Areas.
004-04 Township of Uxbridge, comments on behalf of Councillor Ruona	<ul style="list-style-type: none"> • Bio-solid injection (into soil) should require a permit. Apparently a number of wells in Uxbridge have been contaminated as a result of this practice on a rural property. 	<ul style="list-style-type: none"> • Comment noted by staff. Appropriate Source Protection policies will be updated in the new ROP.
004-05 Township of Uxbridge, comments on behalf of Councillor Ruona	<ul style="list-style-type: none"> • The Township needs a greater share of the income produced by aggregate extraction. 	<ul style="list-style-type: none"> • Comment was considered by staff as part of the proposed policy directions for aggregate resource extraction. • Income from the aggregate levy is regulated by the Aggregate Resources Act. • Through a previous report (#2016-COW-72) the Region requested that the: <ul style="list-style-type: none"> ○ Ministry of Natural Resources and Forestry (MNRF) increase area municipal and Regional aggregate levies to better offset the costs associated with providing infrastructure services to the aggregate industry, including an index that relates to the price of construction inputs; ○ MNRF consider disbursement of aggregate fees related to haul routes among the entities that

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		<p>own the roads traversed and at equal rates for upper and lower-tier municipalities; and,</p> <ul style="list-style-type: none"> ○ Region of Durham have representation and an opportunity for consultation and comment as part of a provincial review of aggregate levies/fees. <ul style="list-style-type: none"> ● This comment was forwarded to the Finance Department, which prepared the following response: ● Concern noted by Regional staff. According to the provincial legislation, annual fees paid by aggregates’ producers are escalated annually based on CPI and revenue collected from licences, wayside permits and aggregate permits is distributed approximately: <ul style="list-style-type: none"> ○ Three per cent to the Aggregate Resources Trust for rehabilitation and research i.e. through the TOARC or The Ontario Aggregate Resources Corporation; ○ 61 per cent to the local municipality in which the site is located; ○ 15 per cent to the upper-tier municipality in which the site is located; ○ 21 per cent to the Crown (minimum).
004-06 Township of Uxbridge, comments on behalf of	<ul style="list-style-type: none"> ● Conditions regarding surplus farm dwellings are too restrictive. Specific scenario was identified as an example. 	<ul style="list-style-type: none"> ● Comments were considered by staff as part of the proposed policy directions for lot creation. ● In accordance with provincial plans, lot creation should be limited to reduce fragmentation of the agricultural land base.

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Councillor Ruona		<ul style="list-style-type: none"> Applications are assessed individually, but in order to ensure a consistent approach (and conformity with provincial plans), the ROP contains criteria that each application must meet.
004-07 Township of Uxbridge, comments on behalf of Councillor Beach	Responding to Discussion Question 10: <ul style="list-style-type: none"> Farmers need more access to infrastructure and services. 	<ul style="list-style-type: none"> This comment was forwarded to the Region’s Economic Development Division. The comment was noted by staff. The Agricultural System review (currently underway) also includes recognition of the importance of the Agri-food Network (e.g. regional infrastructure; on-farm buildings and infrastructure; agricultural services, etc.).
004-08 Township of Uxbridge, comments on behalf of Councillor Beach	Responding to Discussion Question 10: <ul style="list-style-type: none"> Need to avoid sterilizing land. 	<ul style="list-style-type: none"> Comment noted by staff.
004-09 Township of Uxbridge, comments on behalf of Councillor Beach	Responding to Discussion Question 10: <ul style="list-style-type: none"> Further clarification is needed for the rural employment land information. There may not be as much vacant lands as indicated. 	<ul style="list-style-type: none"> Comment noted by staff. The Region’s current Employment Land Inventory, which relies upon the expertise and local knowledge of Township staff, was completed in 2018. During the next update to the Employment Land Inventory (ELI), Township staff can advise the Region of any changes to the development status of individual properties. In the meantime, Township staff can advise the Region of any issues or omissions with the current

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		<p>ELI which may have an impact on the Region’s Land Needs Assessment and/or related technical studies.</p>
<p>004-10 Township of Uxbridge, comments on behalf of Councillor Beach</p>	<p>Responding to Discussion Question 10:</p> <ul style="list-style-type: none"> • Need for broadband. • Extension/enhancement of rural infrastructure. • Migrant worker housing an issue/challenge. • Reduce administrative red tape and costs for agriculture • Need to be able to sell off farmhouses that are not needed to help pay for the increasing cost of land. 	<ul style="list-style-type: none"> • This comment was forwarded to the Region’s Economic Development Division, which prepared the following response: • Economic Development agrees that broadband infrastructure expansion is of critical importance across the Region. • Staff have considered the comments with regards to migrant worker housing challenges and have determined that these concerns may be more appropriately managed by the Regional Health Department and area municipalities. • Several policy directions are proposed which would implement the Region’s Broadband Strategy. This includes general policy direction to recognize the importance of Broadband infrastructure and other leading-edge technologies and to encourage the expansion of such networks. More specific policy directions have been included that require new development to make provision for installation broadband, where it is feasible. • The severance of surplus farm dwellings is permitted, subject to criteria.

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005-01 Town of Ajax	<p>Responding to Discussion Question 1:</p> <ul style="list-style-type: none"> • The Agriculture and Rural System goals and objectives continue to remain relevant, however, enhancements can be made to strengthen these to support: use of best practices, innovative technologies, and sustainable agriculture. 	<ul style="list-style-type: none"> • Comment noted by staff.
005-02 Town of Ajax	<p>Responding to Discussion Question 2:</p> <ul style="list-style-type: none"> • Currently, the Town’s OP and Zoning By-law address MDS. Zoning provisions requiring both expanding agricultural and non-agricultural uses to comply with MDS Formulae. The entire MDS document is also included as an attachment. • The Town has processed one Minor Variance Application to address a non-compliance with MDS formulae as a result of site-specific circumstances. • Staff recommend maintaining flexibility to implement MDS at the local level. • Staff supports the third presented option in the discussion paper that would include wording “as amended by the Province from time to time”. 	<ul style="list-style-type: none"> • Proposed policy directions include maintaining the current high-level approach regarding MDS compliance.
005-03 Town of Ajax	<p>Responding to Discussion Question 3:</p> <ul style="list-style-type: none"> • The ROP should include high-level policy support to encourage edge planning and continue to reduce conflicts between urban and rural uses. 	<ul style="list-style-type: none"> • The ongoing Growth Management Study will inform the most appropriate approach related to edge planning.
005-04 Town of Ajax	<p>Responding to Discussion Question 3:</p> <ul style="list-style-type: none"> • The Town’s OP requires: <ul style="list-style-type: none"> ○ An Agriculture Impact Assessment for development within 500 metres of a livestock facility to determine the impact and recommend appropriate mitigation measures. 	<ul style="list-style-type: none"> • Comments noted by staff.

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	<ul style="list-style-type: none"> ○ Agricultural Use Impact Warnings to be registered on title of new lots within 300 metres of the Rural Area designation. 	
005-05 Town of Ajax	<p>Responding to Discussion Question 3:</p> <ul style="list-style-type: none"> ● The Region should prepare Edge Planning Guidelines that would apply Region-wide to examine best practices and appropriate mitigation measures that help reduce conflicts between urban and rural land uses. Guidelines could be used by local municipalities through the review of development applications to assist in applying design techniques and identifying appropriate mitigation measures. 	<ul style="list-style-type: none"> ● Comments noted by staff, however, the Region is not considering the development of guidelines at this time.
005-06 Town of Ajax	<p>Responding to Discussion Question 3:</p> <ul style="list-style-type: none"> ● A concern has been identified that Edge Planning can result in sterilized lands. However, this highlights the need to identify appropriate design techniques to minimize land consumption and explore opportunities to use those lands for other appropriate uses, possibly trail networks or community gardens. 	<ul style="list-style-type: none"> ● The ongoing Growth Management Study will inform the most appropriate approach related to edge planning. ● The use of trail networks or community gardens as uses located between non-agricultural and agricultural uses will be investigated as part of the MCR process.
005-07 Town of Ajax	<p>Responding to Discussion Question 4:</p> <ul style="list-style-type: none"> ● Ajax OP contains policies promoting the establishment of community gardens, gardens in the yards of residential and ‘clean’ commercial and industrial properties. The OP defines ‘Urban Agriculture’ as “the growing of produce (i.e. fruits and vegetables) and flowers in community gardens, and allotment gardens, and smaller scale gardening on public and private land, yards, and structures, such as rooftops, but excludes the raising of animals, livestock or poultry, including chickens. 	<ul style="list-style-type: none"> ● Urban agriculture will continue to be supported in the new ROP, and area municipalities will be encouraged to support through more detailed policies at the local level.

Agriculture and Rural System Discussion Paper Submissions – Municipal Comments

Submission Number and Name	Description of Submission	Regional Staff Response
005-08 Town of Ajax	Responding to Discussion Question 4: <ul style="list-style-type: none"> • The ROP should include high-level policy support that encourages Urban Agriculture to be incorporated into local Official Plans and Zoning By-laws. • Flexibility should be maintained to allow local municipalities to consider local circumstances, for example discretion around livestock/animals. 	<ul style="list-style-type: none"> • Proposed policy directions encourage area municipalities to establish policies in their official plans that define and encourage access to local food, urban agriculture, community gardens and rooftop gardens, while the ROP provides high level support.
005-09 Town of Ajax	Responding to Discussion Question 5: <ul style="list-style-type: none"> • No comment. 	<ul style="list-style-type: none"> • Comment noted by staff.
005-10 Town of Ajax	Responding to Discussion Question 6: <ul style="list-style-type: none"> • The ROP needs to provide high-level policy direction that is consistent with the OMAFRA Guidelines for Permitted Uses in Prime Agricultural Areas. • Clarification on ‘primary’ vs. ‘secondary’ uses is needed, such as definitions or policy direction. This may be partially addressed by updating terminology to correspond with PPS terminology. • The ROP should align with Provincial documents and high level policies that address spatial (i.e. 2% or 500 m2) and/or temporal requirements where spatial requirements may be exceeded (i.e. wedding venue) are needed. Policies need to carefully consider the scale of the ‘on-farm diversified uses’ and exterior facilities such as parking, which should be included in any maximum area to minimize the removal of agricultural land. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding agriculture-related and on-farm diversified uses.

Agriculture and Rural System Discussion Paper Submissions – Municipal Comments

Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> It is important that the Region maintain flexibility to allow municipalities to address local circumstances. It is best that any numerical values addressing spatial and/or temporal policies should be deferred to local Official Plans. 	
005-11 Town of Ajax	<p>Responding to Discussion Question 6:</p> <ul style="list-style-type: none"> The discussion paper also raises the question of Cannabis Production in the rural area. Currently, Ajax permits the growing of cannabis in the Agricultural (A) and Permanent Countryside (PC) Zones as the ‘the general cultivation of land’ is considered an Agricultural use. Cannabis production facilities that also have associated laboratory facilities, specialized processing and production equipment may be of a scale that is not appropriate for the rural area. Further, fencing and other security requirements may also change the character of the rural landscape which may also not be desirable. The Town is currently exploring this issue through the Town’s Comprehensive Zoning By-law, and although a final determination has not been made, aspects related to cannabis production such as the laboratories seem to be more appropriate in industrial locations and the production should be limited in size in the Rural Area. A maximum size for Cannabis Production facilities in the Rural Area should be included in the policy framework, whether the policies are at the Regional or local level. 	<ul style="list-style-type: none"> Comment was considered by staff as part of the proposed policy directions for agriculture-related and on-farm diversified uses. Proposed policy directions include reference to the provincial Guidelines on Permitted Uses in Ontario’s Prime Agricultural Areas and additional guidance regarding uses not appropriate to be located on agricultural lands. Similar to the province, the Region does not intend to distinguish by crop type and cannabis is typically a permitted use in agricultural areas. Depending on the scale, servicing requirements and land use compatibility concerns, the appropriate location may be on rural lands or in Employment Areas. The most appropriate tools to manage land use compatibility are within municipal jurisdiction (e.g. zoning by-law, site plan approval and nuisance by-laws).
005-12 Town of Ajax	<p>Responding to Discussion Question 7:</p> <ul style="list-style-type: none"> Results of recently completed Watershed Studies and associated background technical reports should be used to refine Agriculture System Mapping. 	<ul style="list-style-type: none"> Proposed policy directions outline the importance of watershed planning to inform water resources identification, the protection, enhancement or restoration of water quality and quantity, decisions on the allocation of growth, and

Agriculture and Rural System Discussion Paper Submissions – Municipal Comments

Submission Number and Name	Description of Submission	Regional Staff Response
		planning for water, wastewater and stormwater infrastructure.
005-13 Town of Ajax	Responding to Discussion Question 7: <ul style="list-style-type: none"> ● Prime Agricultural designation should be refined to reflect Environmental designations, key natural heritage features and hydrological features in local Official Plans; regardless of whether the land is being actively farmed. Policy can be included that allows existing uses to continue and expand provided impacts to features are minimized. ● Support for natural cover targets. 	<ul style="list-style-type: none"> ● Comment noted by staff for consideration in the development of the Regional NHS and implementation of the provincial Agricultural System (currently underway).
005-14 Town of Ajax	Responding to Discussion Question 7: <ul style="list-style-type: none"> ● Staff wish to meet with Regional staff to discuss Agricultural System mapping similar to MTSA process that was conducted. 	<ul style="list-style-type: none"> ● Comment noted by staff for consideration in the implementation of the provincial Agricultural System (currently underway). ● Area municipalities will be engaged throughout the Agricultural System review and implementation process.
005-15 Town of Ajax	Responding to Discussion Question 8: <ul style="list-style-type: none"> ● ROP policies that discourage the fragmentation and encourage consolidation of agricultural parcels should be maintained. 	<ul style="list-style-type: none"> ● Comment noted by staff.
005-16 Town of Ajax	Responding to Discussion Question 8: <ul style="list-style-type: none"> ● Ajax OP is more restrictive in that it prohibits the creation of new lots in the Rural Area, with the exception of conveyance to public bodies for natural heritage protection, and acquiring land for infrastructure purposes. Therefore, the Town would 	<ul style="list-style-type: none"> ● The current ROP is generally more restrictive than provincial plans regarding lot creation.

Agriculture and Rural System Discussion Paper Submissions – Municipal Comments

Submission Number and Name	Description of Submission	Regional Staff Response
	support more restrictive policies that discourage lot creation in the Greenbelt.	
005-17 Town of Ajax	<p>Responding to Discussion Question 8:</p> <ul style="list-style-type: none"> Removing restrictions on severances for agriculture related uses needs to be carefully considered. Lot sizing policies related to maximum lot sizes are required to reduce land consumption associated with agricultural related-uses. 	<ul style="list-style-type: none"> Comment was considered by staff as part of the proposed policy directions for lot creation in rural areas. The current ROP is generally more restrictive than provincial plans regarding lot creation. The Region is not contemplating removing restrictions on lot creation.
005-18 Town of Ajax	<p>Responding to Discussion Question 9:</p> <ul style="list-style-type: none"> Town staff question the need for the term ‘Regional Node’. A special policy for each area may be more appropriate. 	<ul style="list-style-type: none"> Proposed policy directions describe Regional Nodes as a historic policy. For consistency the propose directions recommend keeping the current title.
005-19 Town of Ajax	<p>Responding to Discussion Question 10:</p> <ul style="list-style-type: none"> Town staff agree that high-level policy support related to the siting of renewable energy infrastructure is needed. Specifically, policies related to the prohibition on locating ground mounted solar panels on Prime Agriculture land, environmental protection areas and associated vegetation protection zones. 	<ul style="list-style-type: none"> Proposed policy directions prohibit large commercial renewable energy facilities from locating on prime agricultural land.
005-20 Town of Ajax	<p>Responding to Discussion Question 10:</p> <ul style="list-style-type: none"> Town staff provided comments on a standalone amendment to the Region’s Official Plan (ROPA 2019-001) to permit water and sanitary connections in the Rural Area. (Refer to submission). 	<ul style="list-style-type: none"> Comment noted by staff.

Agriculture and Rural System Discussion Paper Submissions – Municipal Comments

Submission Number and Name	Description of Submission	Regional Staff Response
005-21 Town of Ajax	<p>Responding to Discussion Question 10:</p> <ul style="list-style-type: none"> • Regarding major recreational uses, Ajax has received inquiries regarding uses that may need to be considered through the review of the Agricultural and Rural System and/or Environment and Greenland’s System, such as outdoor shooting ranges and large go-kart tracks. These may require large disturbance to the land, and traffic and/or noise generated from these facilities may not be in keeping with the rural area. • A review of major recreational uses should be conducted to determine the appropriateness of locating certain facilities in the rural area. 	<ul style="list-style-type: none"> • Comment noted by staff for consideration in the implementation of the provincial Agricultural System (currently underway).
006-01 Municipality of Clarington	<p>Responding to Discussion Question 1:</p> <ul style="list-style-type: none"> • Consider establishing a separate designation for Rural Lands to distinguish them from prime agriculture, rural settlement or those which form part of the Greenlands System. • If this approach is utilized, current OP directions should be reviewed against these new designations. 	<ul style="list-style-type: none"> • Comment noted by staff for consideration in the implementation of the provincial Agricultural System (currently underway).
006-02 Municipality of Clarington	<p>Responding to Discussion Question 1:</p> <ul style="list-style-type: none"> • Consider including additional directions and policies which address: <ul style="list-style-type: none"> ○ Supporting local agriculture, and the local farming community through enabling creative partnerships and connections with organizations in the Region; and ○ respecting and retaining the character of agricultural and rural areas. 	<ul style="list-style-type: none"> • This comment was forwarded to the Region’s Economic Development Division, which prepared the following response: • Economic Development is currently supporting local agriculture, and the local farming community through enabling creative partnerships and connections with organizations in the Region.

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Submission Number and Name	Description of Submission	Regional Staff Response
006-03 Municipality of Clarington	Responding to Discussion Question 2: <ul style="list-style-type: none"> Continue to allow area municipalities to implement MDS at the local level, as appropriate. 	<ul style="list-style-type: none"> Proposed policy directions include maintaining the current high-level approach regarding MDS compliance.
006-04 Municipality of Clarington	Responding to Discussion Question 3: <ul style="list-style-type: none"> Urban/Rural Interface (Edge Planning) is a topic of concern here in Clarington. The Clarington Official Plan includes a several policies that are intended to lessen the impacts between agricultural/rural land uses and urban land uses. This topic should be considered not only during urban boundary expansions, but also when establishing adjacent uses. Many topics are listed in the Discussion Paper including the Growth of Settlement Areas, increase in non-farm rural residents, and the intensification and diversification of agricultural operations. Further consideration should be given to each as they each have their own policy implications. 	<ul style="list-style-type: none"> The ongoing Growth Management Study will inform the most appropriate approach related to edge planning, including how to ensure adverse effects from new/expanding settlement areas on adjacent agricultural operations will be minimized and/or mitigated as per the PPS and other provincial policy direction.
006-05 Municipality of Clarington	Responding to Discussion Question 4: <ul style="list-style-type: none"> Consider including high level, encouragement type policies that support Urban Agriculture. Implementation of Urban Agriculture should be left to the local municipality. 	<ul style="list-style-type: none"> Proposed policy directions encourage area municipalities to establish policies in their official plans that define and encourage access to local food, urban agriculture, community gardens and rooftop gardens, while the ROP provides high level support and encouragement.
006-06 Municipality of Clarington	Responding to Discussion Question 10: <ul style="list-style-type: none"> Consideration should also be given to the emerging trend towards indoor and vertically organized agriculture. 	<ul style="list-style-type: none"> Vertical agriculture comment noted by staff. Urban agriculture will continue to be supported in the new ROP, and area municipalities will be encouraged to support through more detailed policies at the local level.

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Submission Number and Name	Description of Submission	Regional Staff Response
006-07 Municipality of Clarington	<p>Responding to Discussion Question 5:</p> <ul style="list-style-type: none"> • Regarding Specific Policy Area B for St. Mary’s Cement, the Region indicates it will be investigating the outstanding OMB deferral, as well as how the ROP depicts aggregate extraction areas. The current ROP policies speaking to this operation specifically permit the use on the site. • Clarington suggests the ROP recognize these operations in a similar manner to the local OP, including: <ul style="list-style-type: none"> ○ recognize the ongoing aggregate extraction operation; ○ acknowledge the dock as part of Durham’s Strategic Goods Movement Network; and ○ refer to future rehabilitation and public access to the waterfront. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding Specific Policy Area B.
006-08 Municipality of Clarington	<p>Responding to Discussion Question 5:</p> <ul style="list-style-type: none"> • Regarding Specific Policy Area C for Port Granby, current ROP policies do not reflect the ongoing clean-up initiative and associated efforts to proceed with the proposed Management Plan. • Clarington Staff should be involved in review and consideration of policies pertaining to this site to enable ongoing clean-up and the intent to establish a nature reserve on the surplus lands. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding Specific Policy Area C, encouraging the establishment of a nature reserve on the subject lands.
006-09 Municipality of Clarington	<p>Responding to Discussion Question 6:</p> <ul style="list-style-type: none"> • Clarington staff support policies that provide for a broader range of agricultural- related uses, and on-farm diversification. • It is suggested ROP implement Provincial policy direction and guidance at a high level while leaving, detailed, ‘siting’ criteria or design policies, to continue to be implemented by the local municipalities. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding on-farm diversified uses.

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Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> Staff will share any additional insights from the review and update of their Comprehensive Zoning By-law. 	
006-10 Municipality of Clarington	<p>Responding to Discussion Question 7:</p> <ul style="list-style-type: none"> Clarington staff support consideration of a Regional Agricultural and Rural system that generally aligns with Provincial direction, in that rural lands are specifically identified and defined. Clarington staff requests to be involved/consulted in the consideration of any lands in Clarington that are proposed to be newly included in the Region’s prime agricultural system as early in the review process as possible to enable an adequate evaluation of potential local impacts. 	<ul style="list-style-type: none"> Comment noted by staff for consideration in the implementation of the provincial Agricultural System (currently underway). Area municipalities will be engaged throughout the Agricultural System review and implementation process.
006-11 Municipality of Clarington	<p>Responding to Discussion Question 7:</p> <ul style="list-style-type: none"> Clarington staff suggests caution be exercised when considering the expansion of the prime agricultural area. Agricultural and related uses would likely continue to be permitted in the rural/Major Open Space designation(s), therefore further reducing the already limited rural lands would make it challenging to provide for rural uses that are not permitted in the prime agricultural area. Consideration should also be given to conflicting land uses when considering incorporating additional lands into the prime agricultural area. 	<ul style="list-style-type: none"> Comment noted by staff for consideration in the implementation of the provincial Agricultural System (currently underway).

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Submission Number and Name	Description of Submission	Regional Staff Response
006-12 Municipality of Clarington	<p>Responding to Discussion Question 7:</p> <ul style="list-style-type: none"> Clarington staff caution that implementing the Provincial Agricultural System should not override the Region’s inherent understanding of the existing agricultural systems in the Region, local Official Plans, or on the ground. 	<ul style="list-style-type: none"> Comment noted by staff for consideration in the implementation of the provincial Agricultural System (currently underway). Area municipalities will be engaged throughout the Agricultural System review and implementation process.
006-13 Municipality of Clarington	<ul style="list-style-type: none"> A considerable amount of effort was spent discussing the process of how the Region intends to ‘review’ and ‘map’ the Provincial Agricultural System mapping product. While staff do not disagree that this is important, we suggest the Envision team does not let the mapping ‘process’ take precedence over the implementing policy framework. 	<ul style="list-style-type: none"> Comment noted by staff.
006-14 Municipality of Clarington	<p>Responding to Discussion Question 7:</p> <ul style="list-style-type: none"> With regard to addressing existing non-agricultural uses in prime agricultural areas, consideration should be given to the expansion of such uses to ensure the policies in this regard are clear, and appropriate. Alternatively, consider directing area municipal Official Plans to incorporate such policies. 	<ul style="list-style-type: none"> Comment noted by staff for consideration in the implementation of the provincial Agricultural System (currently underway).
006-15 Municipality of Clarington	<p>Responding to Discussion Question 7:</p> <ul style="list-style-type: none"> East Orono Employment Lands are included in the Provincial Agricultural System. These lands are the subject of an outstanding deferral to the 1993 ROP. The COP includes these lands in the Orono urban boundary with a Light Industrial designation. However, the MMAH has appealed this Urban Boundary expansion despite the fact that MMAH’s decision on the ROP set up the process to allow the expansion. 	<ul style="list-style-type: none"> Comment noted by staff.

Agriculture and Rural System Discussion Paper Submissions – Municipal Comments

Submission Number and Name	Description of Submission	Regional Staff Response
006-16 Municipality of Clarington	Responding to Discussion Question 8: <ul style="list-style-type: none"> ROP policies should be updated to conform to the 2017 Greenbelt and Oak Ridges Moraine Plans, which are relatively restrictive. 	<ul style="list-style-type: none"> Comment was considered by staff as part of the proposed policy directions for lot creation in rural areas. The ROP will be updated to conform with current provincial plans. The current ROP is generally more restrictive than provincial plans regarding lot creation. The Region is not contemplating removing restrictions on lot creation.
006-17 Municipality of Clarington	Responding to Discussion Question 8: <ul style="list-style-type: none"> It is noted the ORMCP, 2017 does not prevent a second dwelling unit for farm help from being temporary/mobile, rather the Plan no longer requires it to be. This point corrects the Discussion Paper, page 51. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding secondary dwellings for farm help.
006-18 Municipality of Clarington	Responding to Discussion Question 8: <ul style="list-style-type: none"> The Region was supportive of Clarington’s change to policy in that an OPA is not required prior to the severance of a surplus dwelling on an abutting or non-abutting farm parcel subject to criteria. Staff encourage the Region to take the same approach. 	<ul style="list-style-type: none"> Comment was considered by staff as part of the proposed policy directions for lot creation in rural areas. The current ROP is generally more restrictive than provincial plans regarding lot creation. The Region is not contemplating removing the requirement for a ROPA for the severance of non-abutting surplus farm dwellings. The Region continues to support Clarington’s position not to require an OPA at the area municipal level as well.
006-19 Municipality of Clarington	Responding to Discussion Question 8: <ul style="list-style-type: none"> Each designation (e.g. Prime Agriculture, Rural/Major Open Space, Hamlets etc.) should each have their own lot creation framework which is directly related to the permitted uses. 	<ul style="list-style-type: none"> The current ROP treats MOSA and Prime Agriculture the same when it comes to lot creation; no changes are proposed through the proposed policy directions.

Agriculture and Rural System Discussion Paper Submissions – Municipal Comments

Submission Number and Name	Description of Submission	Regional Staff Response
		<ul style="list-style-type: none"> The ongoing Growth Management Study will inform the most appropriate approach lot creation in Settlement Areas.
006-20 Municipality of Clarington	<p>Responding to Discussion Question 9:</p> <ul style="list-style-type: none"> Clarington staff support the continuation of the current approach, as it appears to provide a measure of flexibility in the policy to ensure continued success that may not be the case if the lands were subject only to the broader underlying designation. Any alternative approach must ensure the continued recognition of these uses (as identified in the COP), and provide for expansion opportunities, as appropriate. Staff wish to be involved in any consideration of alternatives. 	<ul style="list-style-type: none"> Comment noted by staff. Proposed policy direction is to continue the current approach, with minor changes bringing the policy up to date.
006-21 Municipality of Clarington	<ul style="list-style-type: none"> The policy framework established in the ROP should clearly articulate that when establishing a secondary use to an agricultural operation that the principal agricultural use exists. 	<ul style="list-style-type: none"> The ROP will be updated to reflect current provincial policies, including clarification that on-farm diversified uses should be secondary to the principal agricultural-use of the property.
006-22 Municipality of Clarington	<p>Responding to Discussion Question 10:</p> <ul style="list-style-type: none"> An alternative approach for aggregates should be considered whereby the existing aggregate extraction operation is recognized in the ROP, but defers to the area municipal Official Plan for site-specific policies and identification of permitted uses. Clarington Staff support the Region’s current directions regarding mapping of the resources, and the policies that require OPA’s prior to the establishment of a new or expanded operation. 	<ul style="list-style-type: none"> Comment noted by staff. Regional interest in siting of major accessory uses will be preserved.

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Submission Number and Name	Description of Submission	Regional Staff Response
006-23 Municipality of Clarington	Responding to Discussion Question 10: <ul style="list-style-type: none"> ● Consideration should also be given to: <ul style="list-style-type: none"> ○ impacts on land/soil availability; and ○ the historical character of agricultural/rural areas and the existing built form. 	<ul style="list-style-type: none"> ● Comment noted by staff for consideration in the implementation of the provincial Agricultural System (currently underway).
007-01 Township of Brock	Responding to Discussion Question 6: <ul style="list-style-type: none"> ● ROP policies should be flexible to allow township to determine the scale, size, and location of agricultural-related and on-farm diversified uses, in accordance with provincial guidance, in the local OP. 	<ul style="list-style-type: none"> ● Subject to compliance with provincial policies, the proposed policy directions suggest that area municipalities have the more appropriate jurisdiction and planning tools to manage the impacts of proposed on-farm diversification and agricultural related uses.
007-02 Township of Brock	Responding to Discussion Question 7: <ul style="list-style-type: none"> ● The Provincial Agricultural system mapping needs to be refined in some areas, particularly where it overlaps with aggregate resources (areas to the south and east of Beaverton). ● It should also be noted that MMAH and OMAFRA is currently undertaking consultation with the local municipalities. 	<ul style="list-style-type: none"> ● Comment noted by staff for consideration in the implementation of the provincial Agricultural System (currently underway).
007-03 Township of Brock	Responding to Discussion Question 10: <ul style="list-style-type: none"> ● There are new areas designated “High Potential Bedrock Resources” that may limit the development of nearby sensitive land uses. ● The Township would like to review any mapping and discuss refinement with the Region. 	<ul style="list-style-type: none"> ● Comment noted by staff. Mapping was completed based on provincial policy requirements.
007-04 Township of Brock	Responding to Discussion Question 4: <ul style="list-style-type: none"> ● The Region has indicated urban agriculture will be dealt with at the local level. ● Therefore, Brock doesn’t anticipate any policy conflicts as far as the ROP. 	<ul style="list-style-type: none"> ● Comment noted by staff.

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Submission Number and Name	Description of Submission	Regional Staff Response
007-05 Township of Brock	Responding to Discussion Question 8: <ul style="list-style-type: none"> Non-abutting farm consolidations/surplus dwelling severances should be permitted without a ROPA, provided there are still policies that the severed lot be of an appropriate size and that the agricultural property is rezoned to prohibit residential development as a requirement of each severance application. 	<ul style="list-style-type: none"> Proposed Policy directions provide additional context to support the Region’s position to retain the ROPA requirement for non-abutting surplus farm dwelling severances.
008-01 Town of Whitby	Responding to Discussion Question 1: <ul style="list-style-type: none"> Yes. 	<ul style="list-style-type: none"> Comment noted by staff.
008-02 Town of Whitby	Responding to Discussion Question 2: <ul style="list-style-type: none"> Whitby Planning staff have no comments at this time. 	<ul style="list-style-type: none"> Comment noted by staff.
008-03 Town of Whitby	Responding to Discussion Question 3: <ul style="list-style-type: none"> If policies are added to address the urban/rural interface and conflicts between urban and rural uses, please define the area that such policies would be applicable to and/or the area impacted by such policies. 	<ul style="list-style-type: none"> Comment noted by staff. The ongoing Growth Management Study will inform the most appropriate approach related to edge planning.
008-04 Town of Whitby	Responding to Discussion Question 4: <ul style="list-style-type: none"> Agricultural uses, (such as community gardens and bees, but not including livestock), should be encouraged within appropriate land use designations within the urban area, subject to applicable legislation and municipal by-laws. 	<ul style="list-style-type: none"> Urban agriculture will continue to be supported in the new ROP, and area municipalities will be encouraged to support through more detailed policies at the local level.

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Submission Number and Name	Description of Submission	Regional Staff Response
008-05 Town of Whitby	Responding to Discussion Question 4: <ul style="list-style-type: none"> Opportunities for urban agriculture within utility corridors should also be supported and taken into consideration, subject to compatibility with adjacent uses, appropriate zoning and approval of the authority having jurisdiction. 	<ul style="list-style-type: none"> Proposed policy directions encourage area municipalities to establish policies and permission in their official plans that define and encourage access to local food, urban agriculture, community gardens and rooftop gardens.
008-06 Town of Whitby	Responding to Discussion Question 5: <ul style="list-style-type: none"> There are no Specific Policy Areas currently identified within the Town of Whitby and staff do not recommend that any areas within the Town be identified as a Specific Policy Area. (save and except 14.13.7 lands; see below). 	<ul style="list-style-type: none"> Comment noted by staff.
008-07 Town of Whitby	Responding to Discussion Question 6: <ul style="list-style-type: none"> There is a need for the Region to include policies with criteria on scale, size, intensity, and location for agricultural-related and on-farm diversified uses, to ensure that such uses remain secondary to the primary agricultural function of the property on which the activity is taking place, and do not diminish the agricultural functions of the subject property and surrounding agricultural lands. 	<ul style="list-style-type: none"> Proposed policy directions suggest that area municipalities have the more appropriate jurisdiction and planning tools to manage the impacts of proposed on-farm diversification and agricultural related uses.
008-08 Town of Whitby	Responding to Discussion Question 6: <ul style="list-style-type: none"> There is also a need for policies with criteria regarding scale, size, intensity, and location related to the processing and/or manufacturing of agricultural products produced on farms, including the processing for Aquaponics, Aquaculture & Cannabis farming. 	<ul style="list-style-type: none"> Comment was considered by staff as part of the proposed policy directions for agriculture-related and on-farm diversified uses. Proposed policy directions include reference to the provincial Guidelines on Permitted Uses in Ontario’s Prime Agricultural Areas and additional guidance regarding uses not appropriate to be located on prime agricultural lands. Similar to the province, the Region does not intend to distinguish by crop type and cannabis is typically a permitted use in agricultural areas.

Agriculture and Rural System Discussion Paper Submissions – Municipal Comments

Submission Number and Name	Description of Submission	Regional Staff Response
		<ul style="list-style-type: none"> Depending on the scale, servicing requirements and land use compatibility concerns, the appropriate location may be on rural lands or in Employment Areas. The most appropriate tools to manage land use compatibility are within municipal jurisdiction (e.g. zoning by-law, site plan approval and nuisance by-laws).
008-09 Town of Whitby	<p>Responding to Discussion Question 7:</p> <ul style="list-style-type: none"> Lands Under Review - Provincial Agricultural System in Durham Region – Within Whitby, lands identified as “deferred lands” and “Lands subject to Durham Regional Official Plan Policy 14.13.7” should not be identified nor considered to be “Prime Agricultural Areas”. The future for these deferred lands will be addressed when the LPAT resumes consideration of these deferred areas. The limited lands outside of the Greenbelt and NHS within the Town of Whitby (ie. whitebelt lands) should also not be considered strictly “Prime Agricultural Areas”; rather special consideration should be given for further, future urban expansions, as they will most likely be urban in time. 	<ul style="list-style-type: none"> Comment noted by staff for consideration in the implementation of the provincial Agricultural System (currently underway).
008-10 Town of Whitby	<p>Responding to Discussion Question 7:</p> <ul style="list-style-type: none"> The Region should consider distinguishing Prime Agricultural lands from Rural lands from Open Space/NHS areas. Designating rural lands separately from environmental areas will help direct non-agricultural uses that are more appropriate in rural locations away from Prime Agricultural Areas and environmentally sensitive areas consistent with the Greenbelt Plan. 	<ul style="list-style-type: none"> Comment noted by staff for consideration in the development of the Regional NHS and implementation of the provincial Agricultural System (currently underway).

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Submission Number and Name	Description of Submission	Regional Staff Response
008-11 Town of Whitby	Responding to Discussion Question 7: <ul style="list-style-type: none"> Whitby has already implemented Provincial policy and completed the rounding out/delineating of the hamlet boundaries. It is Whitby Planning staff’s opinion that further review is not required. 	<ul style="list-style-type: none"> Comment noted by staff.
008-12 Town of Whitby	Responding to Discussion Question 8: <ul style="list-style-type: none"> Surplus Farm Dwellings – If the policies regarding surplus farm dwellings are revised, then Zoning should prohibit dwelling unit on the remaining lands. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding surplus farm dwellings.
008-13 Town of Whitby	Responding to Discussion Question 9: <ul style="list-style-type: none"> Whitby Planning staff have no comments at this time, and staff do not recommend that any areas within the Town be identified as a Regional Node. 	<ul style="list-style-type: none"> Proposed policy directions describe Regional Nodes as a historic policy, with no new nodes proposed.
008-14 Town of Whitby	Responding to Discussion Question 10 <ul style="list-style-type: none"> The ROP should address renewable energy and policies should be incorporated that direct such uses away from Prime Agricultural Areas. 	<ul style="list-style-type: none"> Proposed policy directions prohibit large commercial renewable energy facilities from locating on prime agricultural land.
008-15 Town of Whitby	Responding to Discussion Question 10: <ul style="list-style-type: none"> Second Dwellings Units - There is a need for policy clarification on the following matters related to secondary dwelling units in the rural area, especially given the changes to the Planning Act, including changes through Bill 108: <ul style="list-style-type: none"> Clarification on the total number of dwelling units permitted on a property. Would a property be permitted to have more than one “second dwelling unit” located outside of the Greenbelt Natural Heritage System (ie: a second dwelling 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding secondary units. With the exception of accommodation for farm help, provincial regulations do not allow secondary units in Natural Core Areas of the Oak Ridges Moraine (ORM) and permissions are subject to municipal zoning which may prohibit them from environmentally sensitive areas.

Agriculture and Rural System Discussion Paper Submissions – Municipal Comments

Submission Number and Name	Description of Submission	Regional Staff Response
	<p>unit inside the primary home and an additional dwelling unit in an existing accessory structure)?</p> <ul style="list-style-type: none"> ○ Clarification on the total number of second dwelling units that would be permitted on a property in existing accessory structures. 	<ul style="list-style-type: none"> ● Secondary units may also be restricted by lot sizing policies for areas serviced by private septic systems. ● The Planning Act allows secondary units as of right within townhouses, single-detached and semi-detached houses, except for Natural Core Areas of the ORM. ● Except for Natural Core Areas of the ORM, secondary units are also permitted within buildings or structures ancillary to the primary dwelling. This direction applies even if the primary dwelling already contains a secondary unit.
008-16 Town of Whitby	<p>Responding to Discussion Question 10:</p> <ul style="list-style-type: none"> ● Environmental protection policies need to take into consideration and address normal farm practices (cut/fill of soil, removal of trees etc.). 	<ul style="list-style-type: none"> ● Comment noted by staff.
008-17 Town of Whitby	<p>Responding to Discussion Question 10:</p> <ul style="list-style-type: none"> ● The ROP should include policies regarding site alteration and commercial fill operations. 	<ul style="list-style-type: none"> ● Proposed policy directions include those that support the local reuse of excess soil, and direction for updating site alteration by-laws to reflect provincial direction and guidance. ● Excess soil policies will be included according to the provincial plans, informed by Ontario Regulation 406/19. ● All area municipalities have site alteration/fill by-laws.

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Submission Number and Name	Description of Submission	Regional Staff Response
008-18 Town of Whitby	<p>Responding to Discussion Question 10:</p> <ul style="list-style-type: none"> Whitby Planning staff request confirmation that an AIA is only required as part of an urban expansion at the Regional level in accordance with Provincial Plans and not also required at the local municipal level. 	<ul style="list-style-type: none"> In consultation with OMAFRA, staff received clarification that this section of the Guidelines is meant to encourage the use of Agricultural Impact Assessments (AIAs) where they may not be specifically required through policy. There are policies both in and outside of the Greater Golden Horseshoe that require avoiding, minimising, and mitigating impacts to agriculture, and AIAs are encouraged as a best practice to address these policies to help ensure compatibility. The more appropriate policy reference here would be A Place to Grow policy 2.2.8, particularly 2.2.8.3 h) which explicitly requires an AIA in order to assess the impacts on the agri-food network when a settlement area boundary expansion (SABE) occurs. A Place to Grow is generally framed around the upper-tier leading the SABE process, so the AIA will likely be completed at the Regional level. Regardless, there is a requirement for an AIA and this may fall to the lower-tier if the circumstances requires this (but the intent is not to duplicate this process at both levels).

Legend of Discussion Questions

Number	Discussion Question
1.	Are the current goals and directions for the Agricultural/Rural System still relevant/appropriate?
2.	Are there aspects of Minimum Distance Separation that you would like to see addressed in greater detail in the ROP?
3.	In what ways do you believe the Region should address land use conflicts arising between urban and rural land uses?
4.	How can the Region support urban agriculture through policy in the ROP?

Agriculture and Rural System Discussion Paper Submissions – Municipal Comments

5.	Are there additional areas we should consider identifying as Specific Policy Areas?
6.	Is there criteria that should be considered when siting “new” types of agricultural-related and on-farm diversified uses?
7.	Are there any additional considerations the Region should have regard for in the refinement of the Agricultural System Mapping?
8.	Should the ROP be more or less restrictive in terms of lot creation in the Rural Area? What criteria should be considered?
9.	Is there value in continuing to identify Regional Nodes in the ROP? If so, what Regional Nodes, (or areas exhibiting these characteristics), should be considered?
10.	Have we missed any trends that you feel should be reviewed and considered in the agriculture/rural context as part of the MCR?

Agriculture and Rural System Discussion Paper Submissions – Public Comments

Submission Number and Name	Description of Submission	Regional Staff Response
001-01 Larkin + Land Use Planners Inc., on behalf of Arbor Memorial Inc.	<ul style="list-style-type: none"> The PPS (2014) identified cemeteries as an “institutional use”, yet many municipalities consider cemeteries as part of open space and green space systems within their official plans. Modern cemeteries typically average 40ha in size. It is unlikely that new parcels of this size will be available within urban areas, and if available they will be too expensive. Cemetery policies should recognize both urban and rural cemeteries and new cemeteries should be accommodated in rural areas. 	<ul style="list-style-type: none"> The ROP recognizes cemeteries as an important community amenity. The proposed policy directions promote the efficient use of existing cemeteries. Additional policy directions will be considered through the implementation of the Agricultural System and delineation of a potential new Rural Lands designation. This review is currently underway.
002-01 David Malcolm	<ul style="list-style-type: none"> Concern over land assembly in Scugog as a result of surplus farm dwelling severances. 	<ul style="list-style-type: none"> Comment noted by staff.
003-01 Harmony Heights Developments Inc.	<ul style="list-style-type: none"> Site specific comments in Clarington regarding removing lands from the Greenbelt and designating the lands as Major Open Space. 	<ul style="list-style-type: none"> Comment noted by staff. The MCR process cannot consider requests to adjust the provincially mandated Greenbelt Plan Boundary.
004-01 Carol Shetler	<ul style="list-style-type: none"> Are the aggregate resource extraction activities currently being expanded in the Moraine and if so, what are the impacts to the environment? Support was expressed for the rehabilitation of exhausted aggregate pits. Would like to see Durham Region encourage/promote more renewable/sustainable energy methods. Would like to understand current restrictions on development of Hamlets. With the cultural and social change toward cremation, is there a need for more cemeteries? Support protecting agricultural land in the region and encouraging/expanding urban agriculture. 	<ul style="list-style-type: none"> New or expanded aggregate license applications require a ROPA. An assessment of the environmental impacts would be required as part of this process. Aggregate pit rehabilitation is regulated by the site plan and the Aggregate Resources Act. The ongoing Growth Management Study will inform the most appropriate approach for considering development in Hamlets. The proposed policy directions promote the efficient use of existing cemeteries. The agricultural land base will continue to be protected in the new ROP.

Agriculture and Rural System Discussion Paper Submissions – Public Comments

		<ul style="list-style-type: none"> Urban agriculture will continue to be supported in the new ROP, and area municipalities will be encouraged to support through more detailed policies at the local level. Proposed policy directions support alternative and renewable energy systems.
005-01 Larkin + Land Use Planners Inc., on behalf of Arbor Memorial Inc.	<ul style="list-style-type: none"> Concerned with the amount of land being considered as prime agricultural under the Provincial Agricultural System. Policies should recognize cemeteries as a component of “rural areas” and permit them as a non-agricultural use on prime agricultural land (if there’s no other option). Any candidate lands that are ‘rural’ or ‘major open space’ that contain a rural use (not agriculture) should be preserved. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding cemeteries. Additional policy directions will be considered through the implementation of the Agricultural System and delineation of a potential new Rural Lands designation. This review is currently underway.
006-01 Zane Stait-Gardner	<ul style="list-style-type: none"> Planning documents should encourage and recognize environmentally sensitive landowners. Lot creation policies are too restrictive. Would like to sever a second dwelling (formerly for farm help). Urban agriculture will be become increasingly important. Environmentally sustainable land uses and farming practices should be encouraged. Encourage the intermingling of working farms and naturalized areas. Establishing more regional nodes will protect the rural character of the area from subdivision development. Reduce the number of golf courses and gravel pits. They hard the environment and reduce ground water availability. 	<ul style="list-style-type: none"> Comments noted by staff. The proposed policy directions provide additional context to support the Region’s position on surplus farm dwelling severances. Urban agriculture will continue to be supported in the new ROP, and area municipalities will be encouraged to support through more detailed policies at the local level. Proposed policy directions describe Regional Nodes as a historic policy, with no new nodes proposed.
007-01 Martindale Planning Services	<ul style="list-style-type: none"> Retained by the owners of three adjoining parcels of land located at the northeast corner of the Hwy. 401/Hwy. 35 & 115 interchange in Clarington (38.6 acres). Lands are designated Special Study Area 2 in the ROP. Proposing re-designation to a “Regional Node” and permission to develop a “truck stop” on the property. 	<ul style="list-style-type: none"> Proposed policy directions describe Regional Nodes as a historic policy, with no new nodes proposed. Lands to be considered through the implementation of the provincial Agricultural System (currently underway).

Agriculture and Rural System Discussion Paper Submissions – Public Comments

<p>008-01 The Biglieri Group, on behalf of 1559306 Ontario Ltd.</p>	<ul style="list-style-type: none"> • Site specific request in Clarington for a re-designation from Prime Agricultural Area to support the existing permitted uses (golf driving range and accessory uses). 	<ul style="list-style-type: none"> • Comment noted by staff for consideration in the implementation of the provincial Agricultural System (currently underway).
<p>009-01 Marvin Stevenson (Nature’s Bounty)</p>	<ul style="list-style-type: none"> • Value-added agriculture is not properly recognized at the municipal level. • Farmland and farm practices should be protected from development pressures. • Wifi (broadband) is needed in the rural area. • Agriculture utilizes technology and needs freedom from excessive regulatory burdens to respond to market needs. • Best agricultural practices need to be given priority in municipal regulations so that rural/urban friction is minimized. • Durham and area municipalities need to rapidly implement revised provincial policy and guidelines. • Durham needs to advocate for other levels of government to update codes (e.g. building and fire) to recognize agricultural buildings that represent best practices today. 	<ul style="list-style-type: none"> • This comment was forwarded to the Region’s Economic Development Division. The comment was noted by staff. • Comments were considered by staff as part of the proposed policy directions regarding the Rural System. Proposed policy directions incorporate recommendations to better support farmers as key business owners and employers in the region. • Several policy directions are proposed which would implement the Region’s Broadband Strategy. This includes general policy direction to recognize the importance of Broadband infrastructure and other leading-edge technologies and to encourage the expansion of such networks. More specific policy directions have been included that require new development to make provision for installation broadband, where it is feasible.
<p>010-01 CM Planning Inc., on behalf of Fourteen Estates</p>	<ul style="list-style-type: none"> • If the Region re-designates lands from Major Open Space to another designation, it is requested that uses currently permitted on the properties owned by Fourteen Estates be preserved. • It is important the Region undertake a detailed (site specific) review and refinement of the Provincial Agricultural System. • Mapping should be refined to remove lands subject to the deferred hamlet settlement area boundary expansions (Clarington OPA 107). 	<ul style="list-style-type: none"> • Comment noted by staff for consideration in the development of the Regional NHS and implementation of the provincial Agricultural System (currently underway).

Agriculture and Rural System Discussion Paper Submissions – Public Comments

	<ul style="list-style-type: none"> Mapping should be refined to remove multiple site specific properties owned by the proponent from Prime Agriculture in Pickering, Clarington, and Scugog. 	
011-01 Amanda Santo, Dorsay Development Corporation	<ul style="list-style-type: none"> Questioned whether the Region would be looking at ways to incentivize and/or work with developers to promote the integration of urban agriculture or community gardens within new developments. 	<ul style="list-style-type: none"> Comment was considered by staff as part of the proposed policy directions regarding urban agriculture. Urban agriculture will continue to be supported in the new ROP, and area municipalities will be encouraged to support through more detailed policies at the local level.
012-01 The Biglieri Group Ltd., on behalf of 1559306 Ontario Ltd.	<ul style="list-style-type: none"> Supplemental information provided to support a site-specific request in Clarington for a re-designation from Prime Agricultural Area to a “Rural” land use designation. 	<ul style="list-style-type: none"> Comment noted by staff for consideration in the implementation of the provincial Agricultural System (currently underway).
013-01 Larkin + Land Use Planners Inc., on behalf of Arbor Memorial Inc.	<ul style="list-style-type: none"> Expressed concern with the amount of rural (non-prime agricultural) land being considered for recognition as Prime Agricultural Lands by the Provincial Agricultural System. The Region should consider maintaining the current designations on certain lands where logical and practical boundaries can be established. 	<ul style="list-style-type: none"> Additional policy directions will be considered through the implementation of the Agricultural System and delineation of a potential new Rural Lands designation. This review is currently underway.
014-01 Joanna Malcolm	<ul style="list-style-type: none"> Concerned about long term implications of land consolidation and severance of surplus farm dwellings. 	<ul style="list-style-type: none"> Comment noted by staff.
015-01 Jacqueline Mann, Clark Consulting Services	<ul style="list-style-type: none"> Can an applicant seeking multiple non-abutting surplus farm dwelling severances combine the application into one submission? 	<ul style="list-style-type: none"> Comment noted by staff for implementation considerations.
016-01 Larkin + Land Use Planners	<ul style="list-style-type: none"> Request subject lands remain as “Major Open Space Areas” (rural) and be removed from the Agricultural System “Candidate Lands” inventory. 	<ul style="list-style-type: none"> Comment noted by staff for consideration in the implementation of the provincial Agricultural System (currently underway).

Agriculture and Rural System Discussion Paper Submissions – Public Comments

Inc., on behalf of Arbor Memorial Inc.		
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Legend of Discussion Questions

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Climate Change and Sustainability Discussion Paper Submissions – Agency Comments

Submission Number and Name	Description of Submission	Regional Staff Response
001-01 Toronto and Region Conservation Authority (TRCA)	<ul style="list-style-type: none"> Climate change considerations should be incorporated into the design of a region-wide Natural Heritage System (NHS). Consideration should be had for developing a consistent approach for incorporating climate change at the local scale. 	<ul style="list-style-type: none"> The new ROP will establish a regional NHS overlay comprised of provincial, conservation authority and area municipal datasets. Features mapping updates are also underway.
001-02 TRCA	<ul style="list-style-type: none"> Further review should be done to provide comparison and analysis of climate adaptation and mitigation programs among other municipalities and conservation authorities. 	<ul style="list-style-type: none"> Jurisdictional scans to identify best practices were undertaken as part of the development of proposed policy directions.
001-03 TRCA	<ul style="list-style-type: none"> Encourage Durham to explore York Region’s new policies around communities, air quality, climate change, servicing, soil, trees, agriculture and waste. Consider incorporating similar policies into its ROP. 	<ul style="list-style-type: none"> Jurisdictional scans to identify best practices were undertaken as part of the development of proposed policy directions.
001-04 TRCA	<ul style="list-style-type: none"> The Natural Environment and Climate Change Collaborative (NECCC) has been working to develop an updated future climate dataset. This dataset should be used consistently by the Region, municipalities, conservation authorities, and other partners. 	<ul style="list-style-type: none"> Comments noted by staff.
001-05 TRCA	<ul style="list-style-type: none"> The ROP is an important tool for identifying Regional direction with respect to development and retrofit/redevelopment, and how development will need to contribute to achieving the GHG reduction targets. It is suggested that the Region include reference to the need for developments to examine the scenarios for achieving the Low Carbon Pathway (LCP), and where possible, refer to the GHG reductions from business-as-usual that would be necessary. 	<ul style="list-style-type: none"> Proposed policy directions promote building retrofits, low impact development, energy efficiency and also make connections to the Low Carbon Pathway of the Durham Community Energy Plan, where appropriate.
001-06 TRCA	<ul style="list-style-type: none"> Questioned whether the Region has achieved its 5 per cent GHG reduction target for 2015; and whether the Region is on track to achieve the 20 per cent reduction target by 2020. 	<ul style="list-style-type: none"> This comment was forwarded to the CAO’s Office, Sustainability section, which prepared this response: The Region did not meet its 2015 target, nor is it on track to meet its 2020 target. Staff are currently

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Submission Number and Name	Description of Submission	Regional Staff Response
		developing corporate GHG reduction targets Regional Operations for 2025 and 2030 as well as detailed implementation plans to help achieve those updated targets.
001-07 TRCA	<ul style="list-style-type: none"> It is noted that stormwater master planning is an additional and specific requirement for municipalities to undertake according to the 2017 amended Growth Plan policies 	<ul style="list-style-type: none"> The new ROP will implement policies in conformity with the provincial plans.
001-08 TRCA	<ul style="list-style-type: none"> It is noted that trees planted along roadways also filter pollutants and sequester carbon emissions from vehicles on the roads. 	<ul style="list-style-type: none"> Proposed policy directions recognize the importance of trees and support tree planting programs and initiatives. The region also plants trees whenever feasible along regional right of ways.
001-09 TRCA	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> Conservation Authorities are experiencing issues with higher lake and river water levels (leading to increased flood and erosion, as well as response to these issues); shortened beaches; closure of trails and boardwalks; localized flooding and ponding; and, costly bridge and crossing replacements. 	<ul style="list-style-type: none"> Comments noted by staff.
001-10 TRCA	<ul style="list-style-type: none"> Plan for ecosystem resilience by considering the prevalence of invasive species, increased heat stress, shifting climate zones, hydrological changes, and cold-water species. The Region needs to plan for these changes by ensuring that resilience is built into a region-wide Natural Heritage System through ecosystem protection, restoration, and enhancements. 	<ul style="list-style-type: none"> The new ROP will establish a regional NHS overlay with associated policies that focus on protection, enhancement and restoration.
001-11 TRCA	<ul style="list-style-type: none"> Proactive policy development and planning should be undertaken by the Region to address invasive species. 	<ul style="list-style-type: none"> Proposed policy directions include a policy suite focused on invasive species management.

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Submission Number and Name	Description of Submission	Regional Staff Response
001-12 TRCA	<ul style="list-style-type: none"> A significant consequence of climate change is downed trees and power lines. These pose significant risks to public health and power distribution. 	<ul style="list-style-type: none"> Comments noted by staff.
001-13 TRCA	<ul style="list-style-type: none"> Consideration should be given to protecting vulnerable populations from the effects of climate change as they are less able to tolerate or adapt to extreme events (e.g. extreme heat days). 	<ul style="list-style-type: none"> This comment was forwarded to the Health Department, which prepared this response: The Health Department is mandated under the Healthy Environments and Climate Change Guidelines as well as the Emergency Management Guidelines, 2018, to include programs and services to support our vulnerable populations. The Health department is involved in a variety of health promotion and protection initiatives to help mitigate the effects of climate change on the health of all Durham Region residents, including our vulnerable populations, including but not limited to: <ul style="list-style-type: none"> Heat and Cold Warning & Information Systems to alert community partners. Conducting a climate change health vulnerability assessment to determine our local health vulnerabilities to inform future adaptation plans. Assisting in the opening of evacuation, reception, or family centres as required due to forecasted increase in extreme weather events.
001-14 TRCA	<ul style="list-style-type: none"> Regional infrastructure, such as those providing drinking water, should be protected from costly damage. For example, other regions have experienced in-take damage and shutdowns resulting from clogging by algal blooms caused by higher summer temperatures and hydrological changes. 	<ul style="list-style-type: none"> Asset management is being considered by the Region’s multi-disciplinary Asset Management Staff Working Group which ensures both adaptation planning and energy and water efficiency and conservation efforts are integrated into financial

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Submission Number and Name	Description of Submission	Regional Staff Response
		planning, asset management, risk management and business planning as part of best business practices.
001-15 TRCA	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> TRCA’s vision for climate adaptation and mitigation in Durham is progressive and proactive planning and good land use policies has put in place the measures required for the community to prevent and cope with the worst predicted effects of a changing climate. Measures include promoting intensification, green infrastructure and natural heritage planning and restoration, natural hazard planning and remediation, mixed use, and carbon neutrality. 	<ul style="list-style-type: none"> Proposed policy directions include the promotion of intensification and compact built form, the use of green infrastructure and establishment of a regional NHS, strengthened natural hazard policies and incorporate Council-adopted GHG reduction targets.
001-16 TRCA	<ul style="list-style-type: none"> The region should take a comprehensive approach to climate change mitigation and adaptation planning by building on work already done (Community Energy Plan and Adaptation Plan). 	<ul style="list-style-type: none"> Proposed policy directions consider recommendations from all existing regional climate change plans and initiatives.
001-17 TRCA	<ul style="list-style-type: none"> The region should set an ambitious tree cover goal at the regional scale to ensure that it does it’s part in building climate resilience. 	<ul style="list-style-type: none"> Proposed policy directions include establishing a regional tree canopy target possibly through the development of a Forest Management Plan, or similar study.
001-18 TRCA	<ul style="list-style-type: none"> Once the updated future climate projections work being done by the Ontario Climate Consortium is complete, detailed climate vulnerability assessment should be undertaken throughout the Region. This includes updates to watershed plans to identify key vulnerabilities and how to address them at the local scale. 	<ul style="list-style-type: none"> Comments noted by staff.
001-19 TRCA	<ul style="list-style-type: none"> Adaptation planning should be emphasized by including design of a region-wide NHS of sufficient size and appropriate configuration to ensure that ecosystem vulnerabilities are minimized, and climate resilience is enhanced. Consideration 	<ul style="list-style-type: none"> The new ROP will establish a regional NHS overlay, comprised of provincial, conservation authority and area municipal data. Proposed policy directions encourage area municipalities to

Climate Change and Sustainability Discussion Paper Submissions – Agency Comments

Submission Number and Name	Description of Submission	Regional Staff Response
	should be had for natural vegetation coverage and species movement over and under infrastructure that bisects habitats.	establish/update their local NHS and identify linkages and enhancement areas. A regional NHS review process is currently underway.
001-20 TRCA	<ul style="list-style-type: none"> • Climate resilience needs to be built into the design of new and existing communities. This includes: • building green/grey infrastructure; • increasing urban tree canopy; • providing rural tree plantings to provide windbreaks, shading, water regulation, and soil conservation. 	<ul style="list-style-type: none"> • Proposed policy directions include considerations for green infrastructure and the incorporation of trees in urban design for their various environmental benefits. Additional directions support stewardship and tree planting to grow the canopy.
001-21 TRCA	<ul style="list-style-type: none"> • Wetland and forest restoration, low impact development measures, restoring small streams buried as a result of tile drainage can all help with flood mitigation. 	<ul style="list-style-type: none"> • Proposed policy directions strengthen existing woodlands policies and introduce a no net loss target for wetlands. Restoration of key natural heritage features has also been introduced.
001-22 TRCA	<p>Responding to Discussion Question #3:</p> <ul style="list-style-type: none"> • The Region is encouraged to adopt the more progressive GHG reduction policies from the Growth Plan and Greenbelt Plan where it has approval authority. Setting policies to require, or at minimum encourage, net-zero or low carbon communities. • Developing GHG inventories, emission reduction strategies, and associated targets and performance measures will enable the Region to track progress made for reducing GHG emissions against its Community Energy Plan. Policy for this work will also need to be included in the ROP. • The ROP should also include policies to direct local municipalities towards creating Green Development Standards; accommodating EV charging stations; and promoting availability of cycling, walking, and transit infrastructure (e.g. a better inter-regional trail system would encourage some of these uses). 	<ul style="list-style-type: none"> • Proposed policy directions introduce GHG reduction targets and facilitate low carbon and net-zero development. Additional directions also support urban design that is pedestrian centred and supports active transportation.

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001-23 TRCA	<ul style="list-style-type: none"> • Some additional sustainability issues to consider that may not have been fully explored: <ul style="list-style-type: none"> ○ air pollution; ○ waste reduction; ○ biodiversity; ○ local food security; ○ decentralized energy production; ○ invasive species; and ○ watershed management and planning. 	<ul style="list-style-type: none"> • Sustainability will be a foundational component of the new ROP including considerations for improving air quality, integrated waste management, urban agriculture, invasive species management and protecting the regional NHS and agricultural land base.
001-24 TRCA	<p>Responding to Discussion Question #4:</p> <ul style="list-style-type: none"> • Electric car charging stations located in strategic locations (i.e. government buildings, near transit and major shopping centres) will encourage residents to switch to EVs. • Promotion of an inter-regional trail system would encourage active transportation within the region. • Compact built form and sustainable design is the foundation upon which effective multi-modal infrastructure must be built. 	<ul style="list-style-type: none"> • TOD related policy directions for SGAs, which correspond to the Rapid Transit Network and components of the High Frequency Transit Network, are proposed and are planned to be supported through the development of TOD Guidelines.
001-25 TRCA	<p>Responding to Discussion Questions #5 and #6:</p> <ul style="list-style-type: none"> • The Region could require, incentivize, or at minimum, encourage through its ROP that development proposals meet targets for energy production in alignment with its Community Energy Plan, including setting corporate targets for the Region, local municipalities and businesses. • Provide the policy framework to promote certain types of renewable energy types on appropriate land uses, such as orienting new buildings for solar panels. • Consider offshore wind, wave, and solar energy sources, including consideration for solar in conjunction with the future Pickering Airport Lands. • ROP policies should ensure that Prime Agricultural lands are not sterilized by large solar farms. 	<ul style="list-style-type: none"> • Proposed policy directions require the submission of supporting information that demonstrates how the proposed development would help support the Region’s Climate Resilient Development and Sustainability objectives. Additional proposed directions support the integration of renewable and sustainable energy systems. • Proposed directions would prohibit large-scale commercial renewable energy systems in Prime Agricultural Areas.

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Submission Number and Name	Description of Submission	Regional Staff Response
001-26 TRCA	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> • Region and area municipalities should continue to regulate the siting of energy projects (through zoning and planning approvals), seeking input from CAs on the effects of natural hazards and heritage. • The Region and area municipalities could also provide incentives to encourage renewable energy projects and could act as a facilitator or partner in demonstration projects, as could TRCA. 	<ul style="list-style-type: none"> • Proposed policy directions direct area municipalities to regulate siting and design of renewable energy facilities in their official plans and zoning by laws, with consideration for land use compatibility. Additional directions support the use of pilot and demonstration projects.
001-27 TRCA	<p>Responding to Discussion Question #8:</p> <ul style="list-style-type: none"> • TRCA is updating their watershed plans and NHS to support a comprehensive, integrated and long-term approach for the protection, enhancement, and restoration of its watersheds considering both urbanization and climate impacts. 	<ul style="list-style-type: none"> • Comments noted by staff.
001-28 TRCA	<ul style="list-style-type: none"> • The Ontario Climate Consortium has also worked in partnership with Peel to develop vulnerability assessments for various sectors (e.g. natural environment, agriculture, water, etc.) and develop a GHG mitigation strategy for municipal buildings. 	<ul style="list-style-type: none"> • Comments noted by staff.
001-29 TRCA	<ul style="list-style-type: none"> • TRCA also provided a list of key program areas they're involved with that are intended to assist with Growth Plan implementation. 	<ul style="list-style-type: none"> • Comments noted by staff.
001-30 TRCA	<ul style="list-style-type: none"> • Other examples include the TRCA's work with the Region of Peel to develop a Regional Electric Vehicle Strategy. 	<ul style="list-style-type: none"> • Comments noted by staff.
001-31 TRCA	<p>Responding to Discussion Question #9:</p> <ul style="list-style-type: none"> • The following are recommended topics for the ROP: <ul style="list-style-type: none"> ○ "Systems-approach" to natural heritage protection, particularly in Settlement Areas. ○ Linkages between the natural environment and climate change within all sections of the ROP. ○ Ecological design in the planning and development. 	<ul style="list-style-type: none"> • The new ROP will establish a regional NHS overlay and employ a systems-based approach to natural heritage protection. Additional policy directions include considerations for climate change across topic areas and strengthen natural hazard policies. A regional NHS review process is currently underway.

Climate Change and Sustainability Discussion Paper Submissions – Agency Comments

Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> ○ Importance of the ecosystem services provided by the NHS in helping to adapt to and mitigate the effects of a changing climate. ○ Introduce the notion and importance of “green infrastructure” in supporting policies for preserving, protecting and enhancing natural areas. ○ Recognize the need to protect the Water Resources System (WRS). ○ ROP policies for watershed planning should be revised in recognition of the Growth Plan “triggers” for undertaking watershed and sub watershed planning to inform municipal decision-making. ○ Make an explicit link to the implementation of Durham Region’s Climate Change Action Plan and its associated priorities. ○ Continue to proactively identify natural hazards, such as floodlines, erosion hazards, dynamic beaches, artesian groundwater conditions, and unstable slopes, and prohibit, avoid or mitigate development in these areas. Watershed planning should incorporate hazard identification. ○ Consider inclusion of policies and programs to assess the importance of managing natural capital assets to assist with climate change adaptation. ○ Consider ecosystem compensation/offsets as potential solutions for climate mitigation. 	<ul style="list-style-type: none"> ● Proposed directions include considerations for green infrastructure, support ecosystem compensation and identification of a water resources system. ● Asset management is being considered by the Region’s multi-disciplinary Asset Management Staff Working Group which ensures both adaptation planning and energy and water efficiency and conservation efforts are integrated into financial planning, asset management, risk management and business planning as part of best business practices.
001-32 TRCA	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> ● Tree canopy targets are encouraged to be established however tree canopy should be broader than targets alone. ● Different targets for rural versus urban areas may be warranted, but this needs to be justified based on benchmark data. 	<ul style="list-style-type: none"> ● Proposed policy directions recommend the establishment of a regional tree canopy target possibly through the development of a Forest Management Plan, or similar study. Additional directions will continue to encourage are municipalities to prepare Urban Forest Strategies.

Climate Change and Sustainability Discussion Paper Submissions – Agency Comments

Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> TRCA recommends that the Region, in collaboration with lower-tier municipalities, develop an urban forest strategy, including targets for all lands, increased tree planting on regional roads, and a tree conservation policy. 	
002-01 Lake Simcoe Region Conservation Authority (LSRCA)	Responding to Discussion Question #1: <ul style="list-style-type: none"> The effects of climate change will have impacts on tourism-based industries, such as businesses in proximity to Lake Simcoe. 	<ul style="list-style-type: none"> Comments noted by staff.
002-02 LSRCA	<ul style="list-style-type: none"> The effects of climate change will have impacts on how agencies approach watershed management. 	<ul style="list-style-type: none"> Comments noted by staff.
002-03 LSRCA	Responding to Discussion Question #9: <ul style="list-style-type: none"> The ROP should encourage: <ul style="list-style-type: none"> Stewardship tools supported by the Region, and delivered by Conservation Authorities. Development proposals adjacent to NHF should give consideration to protecting and enhancing those features and promote the planting of vegetation which will be tolerant to climate change impacts. Hedgerows should be maintained and protected along road corridors for ecological purposes. Sequestration through community design (e.g. street trees, maintaining and enhancing greenspace). Stormwater management design. 	<ul style="list-style-type: none"> Proposed policy directions encourage and support stewardship initiatives and promote sustainable design and low impact development.
002-04 LSRCA	<ul style="list-style-type: none"> The Region should promote carbon sequestration through urban design, including optimizing the use of street trees, maintaining and enhancing greenspace, and through stormwater management design. 	<ul style="list-style-type: none"> Proposed policy directions promote sustainable design and incorporation of green infrastructure and low impact development.

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Submission Number and Name	Description of Submission	Regional Staff Response
002-05 LSRCA	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> • Separate tree canopy targets should be established for urban and rural areas. • It is recommended the Region undertake a region-wide forest inventory and/or management plan prior to setting any targets, and that such targets be supportive of achieving the Lake Simcoe Protection Plan’s target of 40 per cent natural vegetative cover in the Lake Simcoe watershed. • It is also recommended that the focus be on native tree species. 	<ul style="list-style-type: none"> • Proposed policy directions include the establishment of regional tree canopy targets possibly through the development of a Forest Management Plan, or similar study.
003-01 Central Lake Ontario Conservation Authority (CLOCA)	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> • The Region should consider the following sectors from the Towards Resilience, the Durham Community Climate Adaptation Plan: <ul style="list-style-type: none"> ○ water resources (surface and groundwater); ○ flooding and erosion (including public safety); watershed health; ○ roads; ○ buildings; and ○ infrastructure (including utilities). • The Region should also recognize that climate disruption affects watershed health. 	<ul style="list-style-type: none"> • Comments noted by staff.
003-02 CLOCA	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> • CLOCA’s vision for climate change adaptation and mitigation in Durham includes: <ul style="list-style-type: none"> ○ fully supported watershed planning; ○ clearly identified and protected natural heritage and water resource systems; ○ decreased species loss and an increase in species diversity and abundance; ○ regional and local woodland and tree by-laws; 	<ul style="list-style-type: none"> • Comments noted by staff for consideration in the development of proposed policy directions.

Climate Change and Sustainability Discussion Paper Submissions – Agency Comments

Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> ○ a reversal in the loss of woodland, wetland, and riparian areas; ○ the control of invasive species; ○ the urban heat island effect is under control; ○ stormwater is managed at source as a resource leading to widespread adoption of site-level controls; ○ wetland restoration; ○ reduced chloride levels; ○ more people are safe from flood and erosion hazards; ○ areas subject to natural hazards are defined in a model that complies with new climate change standards; ○ the consumption of additional agricultural, rural and environmental lands has been avoided; ○ existing urban areas are transitioning to net-zero GHG emissions; and ○ residents have many zero-emission travel options other than the personal vehicle. 	
003-03 CLOCA	<p>Responding to Discussion Question #3:</p> <ul style="list-style-type: none"> ● The GHG emissions reduction actions established by the Province should be met and exceeded. 	<ul style="list-style-type: none"> ● Proposed directions incorporate Council-approved GHG reduction targets and outline various GHG reduction actions to meet this goal.
003-04 CLOCA	<ul style="list-style-type: none"> ● The Region should take a “climate-first” approach by: <ul style="list-style-type: none"> ○ exceeding the minimum intensification and density targets in the Growth Plan; ○ integrating the Regional TMP; ○ reducing existing developed flood- and erosion-vulnerable areas; ○ requiring the implementation of low-impact stormwater management; ○ securing the Region’s land base; 	<ul style="list-style-type: none"> ● The Transportation Master Plan will be implemented in the new ROP. ● Proposed policy directions include considerations for low impact development, protecting the regional NHS and agricultural land base and incorporation of Council-approved GHG reduction targets.

Climate Change and Sustainability Discussion Paper Submissions – Agency Comments

Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> ○ integrating greenhouse gas inventories, reduction targets, monitoring, and reporting into the ROP; and ○ establishing net-zero requirements for any additional large-scale urban boundary expansion of redevelopment areas. 	
003-05 CLOCA	<p>Responding to Discussion Question #5 and #6:</p> <ul style="list-style-type: none"> ● Alternative or renewable energy production requirements should be associated with directions to achieve net-zero status for any additional large-scale urban boundary expansions or redevelopment areas. ● District energy areas could also be identified within the ROP, for example Urban Growth Centres could be considered, where appropriate. 	<ul style="list-style-type: none"> ● Proposed policy directions would require any recommended Settlement Area Boundary Expansions to develop at densities and configurations that are supportive of alternative (low or zero carbon) energy sources.
003-06 CLOCA	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> ● CLOCA recommends that the ROP contain policy direction that renewable energy projects be located outside of all NHS areas, natural heritage and hydrologic features and areas, and natural hazards, along with minimum prescribed vegetation zones or setbacks. ● Projects should also not consume agricultural lands and should consider wildlife movement corridors, such as the Lake Ontario shoreline (e.g. for migratory butterflies). 	<ul style="list-style-type: none"> ● Proposed policy directions prohibit large scale commercial renewable energy projects in Prime Agricultural Areas within natural hazards and key natural heritage features and their vegetation protection zones.
003-07 CLOCA	<p>Responding to Discussion Question #8:</p> <ul style="list-style-type: none"> ● CLOCA implements a variety of efforts to protect and enhance watershed health as an important program to support climate resilience. ● The Region is encouraged to continue to reinforce the strategic collaboration with its CAs and to strengthen the collaboration in the face of climate disruption to finance additional local mitigation and adaptation actions. 	<ul style="list-style-type: none"> ● The Region will continue to support conservation authority efforts and local implementation of mitigation and adaptation measures.

Climate Change and Sustainability Discussion Paper Submissions – Agency Comments

Submission Number and Name	Description of Submission	Regional Staff Response
003-08 CLOCA	<p>Responding to Discussion Question #9:</p> <ul style="list-style-type: none"> • Ensure that the ROP’s Basic Directions take an integrated climate-first approach that exceeds provincial policy direction and enable further land-use planning action at the local municipal level. • Ensure that all programs and services that are within the regional sphere are addressed with an urgent climate change lens. 	<ul style="list-style-type: none"> • Proposed policy directions highlight the importance of climate change in the new ROP. Specifically, climate change will be addressed within the Healthy Communities chapter of the new ROP with appropriate references made throughout under applicable topic areas.
003-09 CLOCA	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> • Given all of the benefits of tree canopies, targets should be established. • Separate targets for urban versus rural areas would be practical given the differences between the two landscapes. • A “natural cover” target correlated with NHS mapping in the rural area may be more appropriate. Predictable long-term program funding tied with target policies will be required for meaningful and timely implementation. 	<ul style="list-style-type: none"> • Proposed policy directions recommend the establishment of tree canopy targets possibly through the development of a Forest Management Plan, or similar study. Additional directions encourage and support stewardship efforts and tree planting to grow the canopy.
004-01 Ganaraska Region Conservation Authority (GRCA)	<ul style="list-style-type: none"> • The Region is encouraged to use locally developed climate data and projections, such as those currently being reviewed and updated by sector by the Natural Environment Climate Change Collaborative. 	<ul style="list-style-type: none"> • This comment was forwarded to the CAO’s Office, Sustainability section, which prepared this response: • Through the Natural Environment Climate Change Collaborative, the Region developed updated climate projections in early 2020. These projections are being used to inform current and forthcoming climate risk and vulnerability assessments across a range of sectors.
004-02 GRCA	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> • GRCA staff are observing and responding to an increased number of flooding and erosion events that are occurring throughout the year. 	<ul style="list-style-type: none"> • Comments noted by staff.

Climate Change and Sustainability Discussion Paper Submissions – Agency Comments

Submission Number and Name	Description of Submission	Regional Staff Response
004-03 GRCA	<ul style="list-style-type: none"> The Region should consider supporting actions that build ecosystem resilience, such as developing a conservation authority-based region-wide Natural Heritage System, which allows for ecosystem protection, restoration, and enhancements. 	<ul style="list-style-type: none"> The new ROP will establish a regional NHS overlay comprised of provincial, conservation authority and area municipal data sets. Underlying features mapping is also being updated through Envision Durham’s regional NHS review currently underway.
004-04 GRCA	<ul style="list-style-type: none"> The Region should address the threat of invasive species, including preventing new invasive species from establishing, while also reducing or eradicating populations already established. 	<ul style="list-style-type: none"> Proposed policy directions include a policy suite related to invasive species management that includes encouraging native plantings and local management initiatives.
004-05 GRCA	<ul style="list-style-type: none"> Policy development and planning should consider climate change impacts associated with the provision of drinking water in rural and urban development. 	<ul style="list-style-type: none"> Proposed policy directions address water conservation in the context of climate change and source water protection.
004-06 GRCA	<ul style="list-style-type: none"> Tourism and recreational activities are increasingly being impacted by concerns around higher than normal water levels. 	<ul style="list-style-type: none"> Comments noted by staff.
004-07 GRCA	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> GRCA’s vision for climate change adaptation and mitigation in Durham: <ul style="list-style-type: none"> Utilizing local scientific data and staff capacity to advance implementation of climate change initiatives and strategies. View from both impact and economic benefits in certain sectors. Actions should help to achieve the regionally endorsed greenhouse gas reduction target of 80 per cent reduction by the year 2050 and support the vision of Regional climate change initiatives. Collaborative actions should be progressive in nature, demonstrating the Region, area municipalities and 	<ul style="list-style-type: none"> Comments noted by staff.

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Submission Number and Name	Description of Submission	Regional Staff Response
	<p>Conservation Authorities as leaders in climate change adaptation.</p> <ul style="list-style-type: none"> ○ Emphasis should be given to protecting the NHS and its features that are not currently being protected by policy, such as smaller wetlands (not only Provincially Significant Wetlands). ○ Public health related issues, particularly for vulnerable population groups, should be considered under a mitigation and adaptation lens. 	
004-08 GRCA	<p>Responding to Discussion Question #3:</p> <ul style="list-style-type: none"> ● Growth Plan & Greenbelt Plan policies should be incorporated in the ROP. ● Policies recommended in the DCCAP are in progress. ● The Region should consider developing policies with area municipalities in ways that further support local efforts in GHG reduction, mitigation and adaptation actions. ● Private partnerships for less dense population centres, such as partnering with a ridesharing company, where public transit is not feasible is recommended. 	<ul style="list-style-type: none"> ● Proposed policy directions incorporate Council-approved GHG reduction targets and measures to achieve these targets.
004-09 GRCA	<p>Responding to Discussion Question #4:</p> <ul style="list-style-type: none"> ● Policy planning considerations for passive and public transportation options should reflect the differences between rural and urban areas. ● Transportation infrastructure should include electric vehicle charging stations in public and private spaces. ● The Region should continue to encourage active transportation, particularly by providing protected infrastructure (e.g. bike lanes) and connectivity through natural areas where possible. 	<ul style="list-style-type: none"> ● As part of Durham Region Transit’s (DRT) annual Service Plans, DRT has been implementing On Demand service in rural parts of the region which cannot support scheduled bus service. A Rural Transit Review was completed in winter 2020. Among the recommendations, are expansion of On Demand service to all rural areas within Durham Region (albeit with some service adjustments due to COVID-19). ● Policy directions related to the use of On Demand for the Rural and Urban service areas by DRT will be considered through Envision Durham.

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Submission Number and Name	Description of Submission	Regional Staff Response
		<ul style="list-style-type: none"> • A new Active Transportation map schedule in the ROP is proposed as a policy direction, based on the updated Primary Cycling Network from the Regional Cycling Plan Update and the Regional Trail Network in the Durham TMP. • The map schedule is intended to support active transportation in the ROP, supported through proposed policy directions. • Policy directions supporting a more proactive planning and funding approach for active transportation facilities are proposed.
004-10 GRCA	Responding to Discussion Question #5: <ul style="list-style-type: none"> • The Region should support the development of alternative energy production and site infrastructure that minimizes land use conflicts. 	<ul style="list-style-type: none"> • Proposed policy directions include direction for area municipalities to regulate the siting and design of renewable energy systems in their official plans and zoning by-laws, with consideration for land use compatibility, including impacts to the natural environment.
004-11 GRCA	Responding to Discussion Question #6: <ul style="list-style-type: none"> • In terms of sustainable energy development: <ul style="list-style-type: none"> ○ Public buildings should lead as example to help stimulate market transformation towards more energy efficient products. ○ Consideration should be given to creating policies/processes that allow for specific energy reduction with a goal to achieve net-zero (e.g. the use of on-site/on building solar and geothermal). ○ Renewable energy sources, such as in-water hydroelectric and energy-from-waste should be explored (however waste reduction at source should still be emphasized). 	<ul style="list-style-type: none"> • Proposed policy directions promote sustainable design principles, include Council-approved GHG reduction targets and support for the development of alternative and renewable energy systems.

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Submission Number and Name	Description of Submission	Regional Staff Response
004-12 GRCA	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> Consideration should be given to regulating the siting of renewable energy projects through the same processes that regulates the siting of other development in order to allow the municipality to work with the conservation authorities to understand impacts to natural hazards and natural heritage. 	<ul style="list-style-type: none"> Proposed policy directions prohibit large-scale commercial renewable energy systems in Prime Agricultural Areas and direct area municipalities to regulate siting and design of these facilities through their official plans and zoning by-laws, with consideration for land use compatibility, including impacts to the natural environment.
004-13 GRCA	<ul style="list-style-type: none"> The GRCA has capacity to analyze and identify opportunities in urban areas where rooftop energy creation is best suited. In-water hydroelectric energy production can also be explored in partnership with the conservation authorities to ensure any risks to aquatic species and habitats are eliminated or mitigated in order to produce a renewable energy source. 	<ul style="list-style-type: none"> Comments noted by staff.
004-14 GRCA	<p>Responding to Discussion Question #8:</p> <ul style="list-style-type: none"> The Region is a leader in climate change mitigation and adaptation, and therefore should focus on implementing the existing plans locally developed to address specific challenges and opportunities within Durham. 	<ul style="list-style-type: none"> On January 29, 2020 Regional Council declared a climate emergency. This declaration recognizes the need to reduce overall emissions from Durham Region, as well as continue to prepare for Durham’s future climate as high priorities when considering budget direction and in all decisions of Regional Council. Through this declaration, staff have been directed to report back on a plan for the recently established Climate Change Mitigation and Environment Reserve Fund to meet identified corporate and community-facing implementation priorities.
004-15 GRCA	<ul style="list-style-type: none"> GRCA supports programs which can further benefit from the expertise of the GRCA floodplain mapping, flood reduction studies, hydraulics, hydrology and hydrogeology. 	<ul style="list-style-type: none"> Comments noted by staff.

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Submission Number and Name	Description of Submission	Regional Staff Response
004-16 GRCA	<ul style="list-style-type: none"> Collect revenues through a tax (e.g. SWM fees) and/or incentivize property owners to reduce harden surfaces on their property are useful tools to improve natural infiltration and reducing the costs associated with maintaining and expanding stormwater infrastructure. 	<ul style="list-style-type: none"> Comments noted by staff, for further consideration with the CAO’s Office, Sustainability section, Works and Finance Departments.
004-17 GRCA	<ul style="list-style-type: none"> Tools promoted to increase lot level infiltration such as rain barrels & soak away pits can be supported through CA stewardships programs. 	<ul style="list-style-type: none"> Comments were considered by staff as part of proposed policy directions on environmental stewardship.
004-18 GRCA	<ul style="list-style-type: none"> Encourage natural infrastructure (e.g. trees, wetlands & grassed swales) to utilized ecological goods & services. These can be supported through CA stewardship programs. 	<ul style="list-style-type: none"> Comments were considered by staff as part of proposed policy directions on environmental stewardship and ecological goods and services.
004-19 GRCA	<p>Responding to Discussion Question #9:</p> <ul style="list-style-type: none"> Implement policies and recommendations contained in local watershed plans (i.e. the use of a locally developed NHS). Consider additional policies on waste management with a focus on waste prevention. 	<ul style="list-style-type: none"> The new ROP will establish a regional NHS overlay that consists of provincial, conservation authority and area municipal datasets. A regional NHS review process is currently underway. Proposed policy directions support integrated waste management with a focus on waste diversion.
004-20 GRCA	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> Generally, a watershed wide minimum target of 40 per cent forest cover is suggested, with consideration to given to an overall natural heritage target or individual habitat type targets (e.g. wetland, grass land, etc.). Tree canopy targets should be developed for urban areas and rural hamlets (or similar “dense” rural areas). The regional tree canopy target(s) should be informed by existing area municipal targets, where applicable. Continue partnerships with CAs. 	<ul style="list-style-type: none"> Proposed policy directions would evaluate the regional woodlands cover target based on the outcome of the Significant Woodlands Study (currently underway). Additional policy directions recommend the establishment of a regional tree canopy target possibly through the development of a Forest Management Plan, or similar study.

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Submission Number and Name	Description of Submission	Regional Staff Response
005-01 Land Over Landings	<ul style="list-style-type: none"> Protecting our land and resources now is integral to discussions surrounding climate change and sustainability 	<ul style="list-style-type: none"> Comments noted by staff.
005-02 Land Over Landings	<ul style="list-style-type: none"> Planning reviews should occur at a faster rate than the formal five-year Official Plan review cycle, due to the need for climate change mitigation and extreme weather events. 	<ul style="list-style-type: none"> The frequency of official plan reviews is mandated by the provincial government. However, municipalities can conduct official plan amendments to address specific policy changes, as needed.
005-03 Land Over Landings	<ul style="list-style-type: none"> It is critical to incorporate the mapping of Ontario’s Agricultural System and NHS into the ROP as soon as possible. Protect farmland and natural heritage for vital contributions to the planet’s (and our own) health through actions such as carbon sequestration, flood control, water filtering, fresh-air recreational benefits, habitat for wildlife (including pollinators), and increased food security. 	<ul style="list-style-type: none"> The new ROP will establish a regional NHS overlay and implement the provincial Agricultural System mapping. Reviews of both the Agricultural System and regional NHS is currently underway.
005-04 Land Over Landings	<ul style="list-style-type: none"> A potential Federal Airport in Pickering would result in increased GHG emissions, the creation of an urban heat island, stormwater and flooding issues, and reduction of the land’s ability to sequester carbon. Protecting the Pickering Airport Lands for agricultural purposes (e.g. an Agri-Innovation Corridor) would better align with Growth Plan requirements to promote local food and food security. The Region should reverse its pro-airport stance, encourage more sustainable modes of transportation, and support meaningful, positive, long-term actions towards climate change resilience. 	<ul style="list-style-type: none"> In recognition of the need and economic benefit of developing an airport and supporting aviation hub, Regional Council supports the development of an airport on the federal lands in Pickering, as reflected in the Region’s Strategic Plan, recent Council resolutions, and recent reports and studies that demonstrate the need and economic benefit of an airport that incorporate the substantial agricultural land assets through innovative sustainability and environmental management approaches.

Legend of Discussion Questions

Number	Discussion Question
1.	Are there any other areas or sectors where you have experienced the impacts of climate change first-hand?

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2.	What is your vision for climate change adaptation and mitigation in Durham?
3.	Should the additional GHG reduction policies that are encouraged in the Growth Plan and Greenbelt Plan be incorporated into the Regional Official Plan? How do you think this topic should be addressed?
4.	Do you see bike lanes, transit stops, sidewalks, etc. and other infrastructure in your own neighbourhood that provide a safe place to cycle, walk, or take transit to your destinations? Does the availability of this infrastructure impact your travel choices?
5.	To what extent should the Regional Official Plan have policies that support the development of alternative energy production?
6.	Do you see additional opportunities for sustainable energy development in Durham?
7.	What role should regional and area municipal planning have in regulating the siting of renewable energy projects?
8.	Have you seen evidence of mitigation and adaptation efforts to climate change in your community? Moving forward, what are some good examples that you think would be beneficial if implemented in Durham?
9.	In your view, is there anything else that the Regional Official Plan should do to encourage adaptation to climate change in Durham?
10.	Should a tree canopy target be established? If so, should there be separate targets for urban versus rural areas?

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Submission Number and Name	Description of Submission	Regional Staff Response
001-01 Township of Brock	<ul style="list-style-type: none"> • Supporting and implementing alternative travel options, such as transit, carpooling, active transportation, etc. in rural municipalities requires different solutions than urban municipalities. As a result, transportation policies should provide greater flexibility, such as reduced TOD standards, for northern municipalities. 	<ul style="list-style-type: none"> • Transit Oriented Development (TOD) related policy directions for Strategic Growth Areas (SGA), which correspond to the Rapid Transit Network and components of the High Frequency Transit Network, are proposed and are planned to be supported through the development of TOD Guidelines. • Transit-supportive policy directions for urban areas (such as Beaverton, Cannington and Sunderland) are proposed, which will help address maximum block or “barrier” distances (e.g., railway, creek, freeway) in urban areas from pedestrian connections, active transportation connectivity and continue to restrict reverse lot frontage.
001-02 Township of Brock	<ul style="list-style-type: none"> • Brock’s urban areas already experience limitations to growth. Climate change policies should support sustainable development, but not place additional limitations on the Township’s ability to grow. 	<ul style="list-style-type: none"> • Comments noted by staff.
002-01 City of Oshawa	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> • The following areas/sectors will also experience the impacts of climate change: <ul style="list-style-type: none"> ○ fisheries, including the loss of fish habitats and shifting migration patterns; ○ infrastructure, including more frequent maintenance and renewal due to more extreme weather; and ○ finance and insurance, including rising insurance premiums due to more frequent and severe weather events. 	<ul style="list-style-type: none"> • Comments noted by staff.

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Submission Number and Name	Description of Submission	Regional Staff Response
002-02 City of Oshawa	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> • The “Environmental Responsibility” goal of the Oshawa Strategic Plan seeks to protect and promote the natural environment through the following themes: <ul style="list-style-type: none"> ○ less waste generation; ○ proactive environmental management; ○ cleaner air, land and water; and ○ resilient local food systems. • These themes should be articulated at the Regional level through the inclusion of appropriate policies in the ROP that explicitly highlight their relationship to climate change adaptation and mitigation. 	<ul style="list-style-type: none"> • Proposed policy directions support integrated waste management, protecting, enhancing and restoring the natural environment, improving air quality, protecting the quality and quantity of water and protecting the agricultural land base and agri-business. These are all communicated through the lens of climate change adaptation, mitigation and resiliency.
002-03 City of Oshawa	<p>Responding to Discussion Question #3:</p> <ul style="list-style-type: none"> • GHG reduction policies encouraged in the Provincial Plans should be incorporated into the ROP. • It would be appropriate to address this topic by making reference, when appropriate, to the related goals and objectives already contained in such documents as the Local Action Plan, Durham Community Climate Adaptation Plan and Durham Community Energy Plan. • Certain standards, such as any requirements to exceed the standards of the Ontario Building Code are not supported. 	<ul style="list-style-type: none"> • Proposed policy directions align with regional climate change initiatives and the low carbon pathway outlined in the Durham Community Energy Plan.
002-04 City of Oshawa	<p>Responding to Discussion Question #4:</p> <ul style="list-style-type: none"> • The availability of accessible and reliable active transportation infrastructure is key to influencing travel behaviours and reducing reliance on single-occupancy vehicles. • As such, the ROP should include policies that require a balanced approach to level-of-service measures that address all transportation modes equitably, under a “complete streets” approach. 	<ul style="list-style-type: none"> • Proposed policy directions for MTSAs, including the Ajax GO Station, were released on December 1, 2020 (Report #2020-P-27). • Building upon the proposed policy directions for Major Transit Station Areas (MTSA), specific policy directions related to active transportation to/from and within MTSAs (and other SGAs) are being considered and will support recommendations

Climate Change and Sustainability Discussion Paper Submissions – Municipal Comments

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		<p>being made through the Regional Cycling Plan Update.</p> <ul style="list-style-type: none"> • Policy directions related to a Multi-Modal Level of Service approach, including the provision of facilities to encourage multi-modal transportation options will be included when constructing or reconstructing Regional transportation facilities to ensure the comfort and safety of all road users. This would also be considered in the development review process, particularly for areas experiencing capacity constraints and intended for higher densities (MTSAs, Urban Growth Centres, Regional Centres and delineated Regional Centres on Rapid Transit Spines).
002-05 City of Oshawa	<p>Responding to Discussion Question #5:</p> <ul style="list-style-type: none"> • The ROP should support and prioritize the development of alternative energy sources, where appropriate, to move towards a more sustainable future (i.e. Oshawa OP section 5.1.13 (b)). 	<ul style="list-style-type: none"> • Proposed policy directions support the development of alternative and renewable energy systems.
002-06 City of Oshawa	<p>Responding to Discussion Question #6:</p> <ul style="list-style-type: none"> • Investigate additional opportunities for sustainable energy in Durham, including district energy, new technology and pilot projects. • As new energy technology becomes available, additional opportunities arise for research, design and employment, including increased opportunities for academic and private sector collaboration in the region. 	<ul style="list-style-type: none"> • Proposed policy directions support the use of pilot projects and demonstration projects for new alternative and renewable systems.
002-07 City of Oshawa	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> • The Region and area municipalities should maintain and protect agricultural areas (i.e. the Greenbelt and Oak Ridges Moraine), 	<ul style="list-style-type: none"> • Proposed policy directions prohibit large-scale commercial renewable energy systems in Prime Agricultural Areas. Area municipalities are directed

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	<p>natural areas and natural heritage systems when siting renewable energy projects. In addition, property owners and the public should be included in the planning process. It is recommended that the following factors be considered when determining a location for renewable energy projects:</p> <ul style="list-style-type: none"> ○ proximity to sensitive uses; ○ noise and odour; ○ ecological features and functions; and ○ existing Infrastructure. 	<p>to regulate siting and design through their official plans and zoning by-laws with consideration for land use compatibility and environmental impacts.</p>
<p>002-08 City of Oshawa</p>	<p>Responding to Discussion Question #8:</p> <ul style="list-style-type: none"> ● It is noted that the Region has three plans in effect that seek to address climate change (i.e. LAP, DCCAP, and DCEP). ● The programs identified in these plans should be considered moving forward to focus efforts and reduce duplication of effort. 	<ul style="list-style-type: none"> ● The Region’s existing climate change plans were consulted in the development of climate change related proposed policy directions.
<p>002-09 City of Oshawa</p>	<p>Responding to Discussion Question #9:</p> <ul style="list-style-type: none"> ● The following elements identified in the Discussion Paper should be considered to encourage climate change adaptation in Durham: <ul style="list-style-type: none"> ○ Green infrastructure and low impact developments; ○ Climate resilience standards that exceed the Ontario Building Code; ○ Less land consumptive roads and parking areas; ○ A Voluntary Natural Heritage System (NHS); ○ Policies that consider cumulative impacts to the NHS; and ○ Updated Regional climate projects. ○ In addition, the ROP should consider the impacts of land use policies on vulnerable populations, and seek to support the resiliency of vulnerable populations in the face of climate change. 	<ul style="list-style-type: none"> ● Proposed policy directions encourage green infrastructure and low impact development and establish a regional NHS. ● A proposed goal of the Healthy Communities chapter of the ROP strives to support a high quality of life for all residents, which includes considerations for the impacts of climate change on public health.

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002-10 City of Oshawa	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> The establishment of tree canopy targets for urban areas, rural areas and rural settlement areas across the region would connect the area municipalities by setting a shared, collective goal and provide mutual benefits across the region. A baseline of current canopy coverage in both urban and rural areas would be required to establish a meaningful target for each area. 	<ul style="list-style-type: none"> Proposed policy directions include the establishment of a regional tree canopy target possibly through the development of a Forest Management Plan, or similar study.
003-01 Town of Ajax	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> Municipal asset management should be examined further. For example, municipal buildings and other assets such as trails and street trees, as well as natural areas such as shorelines, have been severely impacted by extreme weather over the last several years. 	<ul style="list-style-type: none"> This comment was forwarded to the Finance Department, which prepared the following response: Municipal asset management will be considered by the Region’s multi-disciplinary Asset Management Staff Working Group which ensures both adaptation planning and energy and water efficiency and conservation efforts are integrated into financial planning, asset management, risk management and business planning as part of best business practices.
003-02 Town of Ajax	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> It is recommended that both Regional and local Councils should make commitments in their strategic plans and capital budgets to build/rehabilitate municipal buildings and infrastructure (roads, bridges, stormwater pipes, etc.) to levels that exceed current engineering and building standards, so they are more resilient to the impacts of extreme weather. 	<ul style="list-style-type: none"> This comment was forwarded to the Works and Finance Departments, which prepared the following response: The 2016 Durham Community Climate Adaptation Plan “Towards Resilience” outlines our strategic approach to improve our regional infrastructure against changing climate. The recommendations of the adaptation plan were further included in the ROP and TMP. The Works Department and the Sustainability Office are currently carrying out several studies to

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		<p>implement the recommended adaptation programs. These include identifying and adapting various regional assets (such as buildings, roads, bridges, culverts, stormwater pipes, water and sewer linear infrastructure and treatment plants) for the future climate. The results of the ongoing studies will help with budgeting and mainstreaming resilience into our regular business.</p> <ul style="list-style-type: none"> • The Region has also declared a Climate Emergency, confirming our commitment to climate resilience. • In addition, the Region’s multi-disciplinary Asset Management Staff Working Group works to ensure both adaptation planning and energy and water efficiency and conservation efforts are integrated into financial planning, asset management, risk management and business planning as part of best business practices. • Future capital investments are fully assessed and reported through established processes based upon Regional Council direction, including full technical, environmental and financial assessments supporting long-term sustainability. A full life-cycle approach will continue to ensure a sustainable strategy and funding related to climate change adaptation initiatives.
003-03 Town of Ajax	<ul style="list-style-type: none"> • It is recommended that both Regional and local Councils should improve public transportation (i.e. higher frequency of transit, bus shelters, etc.) and dedicated, separated bike lanes to help increase the modal share for active transportation options. 	<ul style="list-style-type: none"> • Proposed policy directions related to increasing transit, and the implementation of the Region’s Transit Priority Network, seek to support future

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		investment in the transit system, grow ridership and reduce auto mode share.
003-04 Town of Ajax	<ul style="list-style-type: none"> It is recommended that both Regional and local Councils should provide incentives (local and regional) to encourage developers to build new communities to TOD standards. 	<ul style="list-style-type: none"> In November 2019, the Region established a Rapid Transit and TOD Office to focus on the development for the GO Lakeshore East stations as TOD places (and implementing Metrolinx’s TOC strategy), including attracting private sector development investments. Its mandate is also to further rapid transit infrastructure for Highway 2 and Simcoe Street. TOD related policy directions for SGAs, which correspond to the Rapid Transit Network and components of the High Frequency Transit Network, are proposed. They are intended to be supported through TOD Guidelines, which is to be developed as part of Envision Durham. The TOD Guidelines will support the transit-supportive land use policy directions proposed for MTSAs (through the Proposed Policy Directions for MTSAs, Report #2020-P-27, released December 1, 2020) and other SGAs. This comment was also sent to the Finance Department, which prepared this response: Consideration of a Regional Community Improvement Plan (CIP) is occurring as a separate initiative concurrent with project outside of the MCR. The Regional CIP will consider areas where community renewal can occur through

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		policies/incentives and acquisitions of properties, to promote intensification (promote higher density) around existing and future transit stations/corridors.
003-05 Town of Ajax	<p>Responding to Discussion Question #3:</p> <ul style="list-style-type: none"> The ROP should have a dedicated climate change section containing general policies (mitigation and adaptation) that would be the basis for more specific policies in other sections. For example, the Urban System section can have specific policies to implement the Region’s LAP, DCCAP, and DCEP in the review of development applications. These more specific policies should also provide direction for the Region’s infrastructure plans (e.g. Water and Wastewater Master Plan) to address the impacts of extreme weather. 	<ul style="list-style-type: none"> Climate change specific policies will primarily be located within the Healthy Communities chapter of the new ROP, with connections to climate change recognized throughout other sections as appropriate. Regional climate change plans and initiatives were consulted in the development of proposed policy directions related to climate change.
003-06 Town of Ajax	<p>Responding to Discussion Question #5:</p> <ul style="list-style-type: none"> The ROP should have strong policies supporting the development of alternative energy production. The Region should help create synergies between energy providers and local municipalities to help enable the planning and construction of alternative sources of energy. Further to this, the policies should direct local municipalities to plan new communities (e.g. secondary plans) to include alternative energy sources/district energy. The ROP should also identify the studies that would be needed for the siting of renewable/alternative energy facilities. 	<ul style="list-style-type: none"> Proposed policy directions promote the development of alternative and renewable energy systems, including considerations for district energy. Additional directions would require any recommended Settlement Area Boundary Expansions to develop at densities and configurations that are supportive of alternative (low or zero carbon) energy sources.
003-07 Town of Ajax	<p>Responding to Discussion Question #6:</p> <ul style="list-style-type: none"> A key opportunity to support intensification and population growth would be the integration of renewable energy production facilities/district energy within Urban Growth Centres and other major strategic growth areas. 	<ul style="list-style-type: none"> Proposed policy directions support alternative energy systems, where feasible. Additional directions recommend the Region undertake a district energy feasibility study to determine appropriate locations for such systems.

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	<ul style="list-style-type: none"> • This goal should be supported by Regional and local Official Plan policies and Regional efforts. 	
003-08 Town of Ajax	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> • The ROP should enable the establishment of renewable energy, with specific policies/criteria to ensure public safety, such as: <ul style="list-style-type: none"> ○ Distance of a small-scale wind turbine to a sensitive receptor to ensure safety from noise and structure failure. ○ Setbacks from natural heritage features. ○ Criteria around use of agricultural land and effect on operations. ○ Policies should also prohibit ground-mounted solar on agricultural land if it exceeds a certain percentage of the property that would make the remaining land area too small for viable agriculture. ○ There may even be the need for local municipalities to adopt by-laws that would further regulate the siting of renewable energy facilities. 	<ul style="list-style-type: none"> • Proposed policy directions prohibit large-scale commercial renewable energy systems in Prime Agricultural Areas. Area municipalities are directed to regulate scale and design through their official plans and zoning by-laws with consideration for land use compatibility and impacts to the natural environment.
003-09 Town of Ajax	<p>Responding to Discussion Question #8:</p> <ul style="list-style-type: none"> • The Region could collaborate with the area municipalities to determine which actions they are taking to mitigate and adopt to climate change. • The Town of Ajax created OP policies to advance and secure site design elements that address climate adaptation and mitigation, planted climate-resilient species, and initiated detailed shoreline analysis and risk mapping (in collaboration with Conservation Authorities). 	<ul style="list-style-type: none"> • The Region is committed to working with area municipalities, conservation authorities and other agencies to implement climate change adaptation and mitigation measures.

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003-10 Town of Ajax	<p>Responding to Discussion Question #9:</p> <ul style="list-style-type: none"> • The ROP could have policies specifying criteria for new communities proposed through urban area expansions. Criteria should include: <ul style="list-style-type: none"> ○ built to net-zero or low carbon standards (including the use of renewable energy either through systems on individual buildings or through district energy; ○ include an expanded natural heritage system; ○ manage stormwater with the community’s boundaries to ensure zero downstream impacts through grey and green infrastructure, and LID; and ○ be designed to accommodate safe routes for active transportation. 	<ul style="list-style-type: none"> • Proposed policy directions include support for net-zero and low carbon development, low impact development and green infrastructure, alternative and renewable energy, establishing a regional NHS and support for active transportation. • Additional directions would require any recommended Settlement Area Boundary Expansions to develop at densities and configurations that are supportive of alternative (low or zero carbon) energy sources, including considerations for district energy.
003-11 Town of Ajax	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> • A tree canopy target should be established as a policy basis for municipal actions and programs. • There should be separate targets for rural and urban areas to ensure that urban areas are properly targeted. • There should also be policies that direct local municipalities to develop urban forest management plans and to have an OP policy framework for development application review that would target planting in urban heat island areas (e.g. areas of extensive surface parking, urban squares, etc.). 	<ul style="list-style-type: none"> • Proposed policy directions include establishing a tree canopy target possibly through the development of a Forest Management Plan, or similar study. Area municipalities will continue to be encouraged to develop Urban Tree Strategies.
004-01 Municipality of Clarington	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> • The frequency of flooding and variable weather in the Municipality is having a significant impact on the agricultural industry. • In addition, the tourism sector has also experienced the impacts of climate change, including limited summer and winter tourism activities. 	<ul style="list-style-type: none"> • Comments noted by staff.

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004-02 Municipality of Clarington	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> • Clarington’s OP Section 5.5.1 explains that Clarington will seek to address climate change and become a more sustainable community that minimizes the consumption of energy, water, and other resources and reduces impacts on the natural environment. Specific objectives are: <ul style="list-style-type: none"> ○ Promoting resources conservation and efficiencies; ○ Reducing GHG emissions and adapting buildings and infrastructure; ○ Improving air and water quality; ○ Promoting integration of active transportation and transit; ○ Promoting waste reduction, reuse and recycling; ○ Supporting industry and agriculture that minimizes GHGs; and ○ Promoting housing and employment that will shorten commute times. 	<ul style="list-style-type: none"> • Proposed policy directions support area municipal efforts to address climate change and seek to bolster those efforts by implementing similar policies.
004-03 Municipality of Clarington	<ul style="list-style-type: none"> • Trees feature prominently in Clarington’s vision for climate mitigation and adaptation. Section 5.5.2 of the Clarington OP explains: <ul style="list-style-type: none"> ○ mature trees should be preserved and when removed, satisfactorily replaced; ○ to use trees to provide shading to mitigate the urban heat island effect; ○ providing street trees in rights-of-way. 	<ul style="list-style-type: none"> • Proposed policy directions recognize the importance of trees by acknowledging the Regional Woodlands By-Law and encouraging area municipalities to adopt their own tree by-laws. • Additional directions recommend establishing a tree canopy target possibly through a Forest Management Plan, or similar study and support for ecosystem compensation.
004-04 Municipality of Clarington	<ul style="list-style-type: none"> • Regarding a broader vision for climate change in Durham, shifting the cost of climate change onto those disproportionately contributing to it is a key solution. Potential actions may include: <ul style="list-style-type: none"> ○ Increasing the tax rate on certain developments (e.g. single detached dwellings) and decreasing it on others (e.g. multi- 	<ul style="list-style-type: none"> • This comment was forwarded to the Finance Department, which prepared this following response: • Comments noted by Regional staff, to be considered in future Strategic Property Tax Studies. Property taxation is an extremely blunt policy tool

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	<p>residential) to more accurately reflect the carbon emissions associated with those land uses is one incentive towards mitigation.</p> <ul style="list-style-type: none"> ○ Adding a stormwater fee to ensure that the land uses that contribute the most to the problem (e.g. large commercial with surface parking lots) bear the full and fair cost of their stormwater generation, and in turn promote climate change resiliency through stormwater low impact developments. 	<p>and the provincial legislation limits the amount of flexibility municipalities have in providing property tax incentives. Property tax classes are defined by the Province and limits ability to target specific types of development. The provincial government recently introduced a mandatory new multi-residential property tax class that limits the property tax ratio to 1.10.</p>
004-05 Municipality of Clarington	<ul style="list-style-type: none"> ● In addition, there are several ways that the Region could help the agriculture sector adapt to and mitigate climate change, including but not limited to: <ul style="list-style-type: none"> ○ Increasing local education and awareness; ○ Encouraging increased research capacity of local institutions; ○ Enhancing policy to coordinate agricultural adaptation and mitigation efforts; and ○ Taking a holistic approach to preparing for climate change that acknowledges rural communities and the agriculture sector. 	<ul style="list-style-type: none"> ● The Durham Region Agricultural Sector Climate Adaptation Strategy identifies climate change risks to the agricultural sector and outlines cross-sectoral opportunities for collaboration around adaptation efforts.
004-06 Municipality of Clarington	<p>Responding to Discussion Question #3:</p> <ul style="list-style-type: none"> ● The additional GHG reduction policies encouraged by the provincial plans should be incorporated into the ROP. ● Clarington has endorsed targets and actions outlined in the DCCAP and is pursuing programs to enable GHG reductions. ● The Regional OP should align with the targets already endorsed by Regional Council and local municipalities. 	<ul style="list-style-type: none"> ● Proposed policy directions include those specific to greenhouse gas (GHG) reductions including adopting reductions targets, energy efficiency and green infrastructure, sustainable building design, transportation mode shift, alternative energy systems and net-zero/low carbon development.
004-07 Municipality of Clarington	<p>Responding to Discussion Question #4:</p> <ul style="list-style-type: none"> ● The provision of mobility options, such as multi-use paths as an alternative to personal vehicles, promotes choice among users. 	<ul style="list-style-type: none"> ● Several policy directions related to active transportation are proposed, which will help address a complete streets approach on arterial roads, particularly within SGAs.

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	<ul style="list-style-type: none"> Establishing a minimum network of on- and off-road facilities is essential to making these transportation systems a viable and attractive option to the public. 	<ul style="list-style-type: none"> The Regional Cycling Plan Update has reviewed gaps in the Primary Cycling Network and will be making recommendations to address those gaps for implementation.
004-08 Municipality of Clarington	Responding to Discussion Question #5: <ul style="list-style-type: none"> The development of clean energy production, such as capturing solar energy through building orientation and design, should be supported by the Region. 	<ul style="list-style-type: none"> Proposed policy directions encourage orienting buildings to achieve passive solar gains.
004-09 Municipality of Clarington	<ul style="list-style-type: none"> Rural areas should be considered for the development of clean energy alternatives such as wind and solar. The Region should engage in extensive consultation when proposing clean energy initiatives and should avoid projects that would interfere with agricultural production on prime agricultural land. 	<ul style="list-style-type: none"> Proposed policy directions prohibit large-scale commercial renewable energy facilities in Prime Agricultural Areas. Area municipalities are directed to regulate siting and design through their official plans and zoning by laws with consideration for land use compatibility, including impacts to the natural environment.
004-10 Municipality of Clarington	Responding to Discussion Question #6: <ul style="list-style-type: none"> It is suggested that mitigating climate change holds economic opportunities. Low carbon economic development—development that produces much lower carbon emissions than fossil fuels—should be a priority. Passive building design principles, solar energy, district energy systems, wind generation, and other potential clean energy projects should also be explored. 	<ul style="list-style-type: none"> Proposed policy directions support the development of alternative and renewable energy, low carbon and net-zero building design, among others.
004-11 Municipality of Clarington	Responding to Discussion Question #7: <ul style="list-style-type: none"> Key determinants for siting renewable energy projects should include sensitive receptors; maintaining the integrity of prime agricultural areas and the natural heritage system; and proximity to existing infrastructure. 	<ul style="list-style-type: none"> Proposed policy directions direct area municipalities to regulate siting and design of these facilities with consideration for land use compatibility, including impacts to the natural environment.

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	<ul style="list-style-type: none"> Given the site-specific nature of such applications, detailed site planning should be left to area municipal planning processes. 	
004-12 Municipality of Clarington	Responding to Discussion Question #8: <ul style="list-style-type: none"> The Municipality has recently initiated several secondary plans that follow Clarington’s Priority Green initiative. Green Development Criteria Checklists for Secondary Plans, Draft Plans of Subdivision, and Site Plan Applications, as well as incentive mechanisms are a key part of Priority Green Clarington. 	<ul style="list-style-type: none"> Proposed policy directions recognize the efforts of area municipalities to develop and implement green development standards and sustainability guidelines.
004-13 Municipality of Clarington	<ul style="list-style-type: none"> The Municipality would benefit from a region-wide electric vehicle strategy that would provide policy direction on the placement, use, and administration of electric vehicle charging stations and encourage the adoption of electric vehicles to reduce CO2 emissions and mitigate climate change. 	<ul style="list-style-type: none"> The Region’s myDurham Intelligent Communities Plan will include a Smart Mobility Strategy which will be incorporated into the new ROP, where appropriate.
004-14 Municipality of Clarington	Responding to Discussion Question #9: <ul style="list-style-type: none"> The Region could support local efforts, such as Clarington’s Priority Green, with incentives such as fast-tracking development applications that meet its green criteria. It is suggested that the Region develop a green infrastructure strategy to mitigate climate change in cooperation with the municipalities, as well as provide more specific comments on development applications to require LIDs at the OPA/ZBA level. 	<ul style="list-style-type: none"> Proposed policy directions include considerations for green infrastructure and low impact development.

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004-15 Municipality of Clarington	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> It is recommended that a tree canopy target for urban and rural areas should be established, with funding to help meet this target. The Municipality prefers to determine how to manage more specific targets (e.g. urban and rural) at the local level. Additionally, trees should be included in asset management accounting as a means of climate change mitigation and adaptation. 	<ul style="list-style-type: none"> Proposed policy directions include the establishment of a tree canopy target possibly through development of a Forest Management Plan, or similar study.
005-01 City of Pickering	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> It is recommended that the Region recognize the following sectors as being impacted by climate change: fisheries; finance and insurance; infrastructure; mental health; vulnerable populations; organizational risk management and emergency preparedness; summer recreation; and urban tree canopy health. 	<ul style="list-style-type: none"> Comments noted by staff.
005-02 City of Pickering	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> The City’s vision for climate change and adaptation for Durham is a holistic approach based on a framework of sustainability. Policies about climate change should address the following objectives: healthy environment; healthy economy; healthy society; responsible development; and responsible consumption. 	<ul style="list-style-type: none"> Comments noted by staff.
005-03 City of Pickering	<ul style="list-style-type: none"> Although the Discussion Paper has “sustainability” in the title, the paper focuses primarily on climate change. A sustainable community not only deals with the environment, but also with economic, social/cultural aspects, like a better live-work balance; having cultural richness and diversity; creating livability in communities. 	<ul style="list-style-type: none"> Sustainability will be a foundational component of the new ROP with considerations for water and soil conservation, green development, growing the tree canopy and protecting the natural heritage system and agricultural land base.

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005-04 City of Pickering	<ul style="list-style-type: none"> The paper doesn't address the connection between land use planning, transportation systems, the built environment, and its direct connection to health. 	<ul style="list-style-type: none"> Comments noted by staff.
005-05 City of Pickering	<p>Responding to Discussion Question #3:</p> <ul style="list-style-type: none"> It is appropriate to include the provincial plan direction for GHG reduction in the ROP, and that those policies should recognize the need for collaboration with upper levels of government, area municipalities, key stakeholders, and other relevant agencies. 	<ul style="list-style-type: none"> Proposed policy directions include considerations for provincial GHG reduction policies and inclusion of Council approved GHG reduction targets.
005-06 City of Pickering	<p>Responding to Discussion Question #4:</p> <ul style="list-style-type: none"> In the absence of safe, continuous sidewalks with a pleasant pedestrian realm; or safe and continuous cycling networks, or transit service that is frequent and reliable, active transportation modes are not selected and used as the preferred travel choice as compared to when excellent facilities and services do exist. It is recommended that the Region include an implementation policy in the ROP identifying the Regional implementation of active transportation facilities on Regional roads, at the Region's expense, with an emphasis on connectivity and continuity of active systems and transit, both within and between municipalities. 	<ul style="list-style-type: none"> Several policy directions related to active transportation are proposed, which will help address a complete streets approach on arterial roads, particularly within SGAs. The Regional Cycling Plan Update has reviewed gaps in the Primary Cycling Network and will be making recommendations to address those gaps for implementation. The Works Department is reviewing mid-block crossings on Regional roads, as part of its Vision Zero initiative, and recommendations for mid-block crossings will be made.
005-07 City of Pickering	<p>Responding to Discussion Question #5</p> <ul style="list-style-type: none"> It is recommended that the Region include a policy in the ROP indicating support for renewable energy production through public and private partnerships, and pilot and demonstration projects. 	<ul style="list-style-type: none"> Proposed policy directions include support for the development of renewable and alternative energy systems through pilot and demonstration projects. This comment was also forwarded to the Finance Department, which prepared this response:

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		<ul style="list-style-type: none"> Comments noted by staff and would be subject to technical and financial feasibility and sustainability review.
005-08 City of Pickering	Responding to Discussion Question #6: <ul style="list-style-type: none"> It is recommended that the Region include a policy in the ROP encouraging the initial design stages of all development to include a review of the ability of the development to incorporate small and/or large-scale renewable energy systems. 	<ul style="list-style-type: none"> Proposed policy directions include considerations for district energy and recommend the region undertake a district energy feasibility study to identify appropriate locations for such systems.
005-09 City of Pickering	Responding to Discussion Question #7: <ul style="list-style-type: none"> Both the Regional and local OPs should have a role in siting renewable energy projects, such that ROP policies protect prime agricultural areas, natural heritage systems, and culturally significant landscapes and buildings. In addition, the ROP could identify other criteria for consideration at the local level such as compatibility with adjacent land uses and proximity to sensitive land uses, respecting potential noise vibration, or odour impacts. 	<ul style="list-style-type: none"> Proposed policy directions prohibit large-scale commercial renewable energy facilities in Prime Agricultural Areas and direct area municipalities to regulate the siting and design of such facilities with considerations for land use compatibility, including impacts to the natural environment.
005-10 City of Pickering	Responding to Discussion Question #8: <ul style="list-style-type: none"> The Region should consider the following as it related to climate change mitigation and adaptation: <ul style="list-style-type: none"> planning for emergencies related to climate change, in collaboration with area municipalities; providing informational resources; “smart” building controls in any new Regional facilities; converting all lighting in Regional facilities to LED; installing solar panels on its facilities; converting the bus and other Regional vehicles fleet to electric; continuing the construction of BRT and cycling facilities on Kingston Road and expanding to other arterials; 	<ul style="list-style-type: none"> This comment was forwarded to the Works Department, which prepared this response: The building systems in all major facilities within the Region’s portfolio have Building Automation System that control the temperature relative humidity, CO2 concentration. The Region replaces continually existing lighting with the latest available technology. The feasibility of installation of photovoltaic or thermal solar panels is evaluated for every new construction and based on various constraints these systems are installed or the project makes

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	<ul style="list-style-type: none"> ○ recovering waste heat from (new) trunk sewers and sewage treatment plant; ○ undertaking a risk assessment of infrastructure to identify ways to improve its resiliency. 	<p>provision to get the facilities “ready” for these systems.</p> <ul style="list-style-type: none"> ● The Region is currently working with a consultant to develop a design standard for Sustainability and facilities resiliency. ● The Region has installed EV charging stations at HQ and is looking into additional EV charging stations at other Regional facilities to support future opportunities for Fleet (PHEV) Plug in Hybrid Electric SUV’s and/or Pickup Trucks. Long term, further investigation will study maturing technologies for further use of electric/green energy vehicles in the medium and heavy-duty classes. ● The Region is currently conducting an integrated resource recovery study at our Duffin Creek WPCP which includes a feasibility assessment of potential heat recovery technologies to recover waste heat from sanitary sewer flows.
005-11 City of Pickering	<p>Responding to Discussion Question #9:</p> <ul style="list-style-type: none"> ● It is recommended that the Region investigate participation in the Municipal Natural Assets Initiative to assist in identifying implementation policies respecting a Regional NHS for inclusion in the ROP. 	<ul style="list-style-type: none"> ● Comments noted by staff, for consideration as a component of the regional NHS review process currently underway.
005-12 City of Pickering	<ul style="list-style-type: none"> ● Add an implementation policy that will monitor the effects of climate change on the Regional agricultural producers and local food supply and identify potential strategies to adapt to those changes. 	<ul style="list-style-type: none"> ● Comments noted by staff.

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Submission Number and Name	Description of Submission	Regional Staff Response
005-13 City of Pickering	<ul style="list-style-type: none"> Introduce a policy in the ROP respecting control of invasive species and pests throughout the Region, and in any Regional NHS that is identified. 	<ul style="list-style-type: none"> Proposed policy directions include the introduction of a policy suite to support invasive species management.
005-14 City of Pickering	<ul style="list-style-type: none"> Introduce a policy in the ROP identifying the advocacy role that it can play in adapting to climate change in collaboration with all levels of government and a wide variety of stakeholders. 	<ul style="list-style-type: none"> Comments noted by staff, for consideration and alignment with the role and responsibilities of the CAO's Office, Sustainability section.
005-15 City of Pickering	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> Pickering supports policies being included in the ROP establishing separate tree canopy targets for urban areas and rural areas, following the identification of the current baseline. In addition, it is recommended that the Region commence Regional road tree planting, to demonstrate their partnership in improving the tree canopy, thereby helping reduce GHG and heat island effects. 	<ul style="list-style-type: none"> Proposed policy directions include the establishment of a regional tree canopy target possibly through the development of a Forest Management Plan, or similar study.
005-16 City of Pickering	<ul style="list-style-type: none"> Low impact development techniques for stormwater management is promoted as the new way to address stormwater in urbanizing areas. It is important to also consider that a robust urban natural heritage system, with larger forested areas, are an important aspect to managing stormwater runoff. 	<ul style="list-style-type: none"> Comments were considered by staff as part of proposed policy directions on climate resilient development as it relates to low impact development and green infrastructure.
006-01 Town of Whitby	<ul style="list-style-type: none"> The ROP should acknowledge the work that has been completed to date by the Region, local area municipalities and Conservation Authorities through the Durham Community Energy Plan and Durham Community Climate Adaptation Plan. The ROP should refer to these and other plans (e.g. Conservation Authorities' Watershed Plans) for more detailed information (e.g. targets; policies) to support the 	<ul style="list-style-type: none"> The region's existing climate change plans were consulted in the development of proposed policy directions related to climate change.

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	implementation of related ROP climate change, energy and sustainability policies.	
006-02 Town of Whitby	<ul style="list-style-type: none"> • The Region should also consider including enabling policies (e.g. financial and policy implementation tools) in the ROP, where appropriate, for implementation at local level. 	<ul style="list-style-type: none"> • Comments noted by staff.
006-03 Town of Whitby	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> • The Region should consider the impacts on the following additional sectors: <ul style="list-style-type: none"> ○ Infrastructure - consider enabling policies regarding alternative standards (e.g. LID's) to address impacts of Climate Change on infrastructure. ○ Transportation- consider the impact of freight and heavy goods movement, and the electrification of transit. ○ Housing - consider enabling policies per the Town's comments on the Envision Durham Housing Discussion paper, to address increased demand for a range of housing options. 	<ul style="list-style-type: none"> • Comments noted by staff.
006-04 Town of Whitby	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> • Whitby's vision for climate adaptation and mitigation in the region includes: <ul style="list-style-type: none"> ○ Well planned, compact, complete communities that are safe, walkable, incorporate green infrastructure, protect natural heritage and agricultural resources, and that offer a range of services and transportation options (including active 	<ul style="list-style-type: none"> • Comments noted by staff.

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	transportation), to be resilient to the impacts of climate change.	
006-05 Town of Whitby	<p>Responding to Discussion Question #3:</p> <ul style="list-style-type: none"> The ROP should generally align with the policies and targets endorsed by Regional Council and local area municipalities. The Town is developing Whitby Green Standards, as well as other sustainability related design standards and guidelines as a tool for implementation of Climate Change plans. 	<ul style="list-style-type: none"> Proposed policy directions include support for the development of area municipal green building practices and sustainable design.
006-06 Town of Whitby	<p>Responding to Discussion Question #4:</p> <ul style="list-style-type: none"> The Town is currently developing an Active Transportation Plan. The ROP should consider inclusion of enabling policies regarding active transportation (e.g. ROPA 171) for implementation at the local level (e.g. plans; guidelines; standards). 	<ul style="list-style-type: none"> The ROP will require area municipalities to incorporate applicable items from the Region’s TMP, Regional Cycling Plan Update, and ROPA 171 at the local level, especially surrounding active transportation.
006-07 Town of Whitby	<p>Responding to Discussion Question #5:</p> <ul style="list-style-type: none"> The Region should consider enabling policies related to alternative energy production that can be implemented, where appropriate, at the local level. 	<ul style="list-style-type: none"> Proposed policy directions promote and encourage the development of alternative and renewable energy systems.
006-08 Town of Whitby	<p>Responding to Discussion Question #6:</p> <ul style="list-style-type: none"> The Region should continue to work in collaboration with local area municipalities to support the appropriate location of sustainable energy development (e.g. geothermal or wind energy facilities) that can serve a broad area. Policies should ensure that land is sufficient for renewable energy projects to be suitably sized for their intended use and 	<ul style="list-style-type: none"> Proposed policy directions prohibit large-scale renewable energy facilities in Prime Agricultural Areas and direct area municipalities to regulate design of renewable energy systems with consideration for land use compatibility, including impacts to the natural environment.

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	that they will not have negative impacts on surrounding communities.	
006-09 Town of Whitby	<p>Responding to Discussion Question #8:</p> <ul style="list-style-type: none"> • The Durham Community Climate Adaptation Plan has been endorsed. • There is staff representation the on Natural Environment Climate Change Collaborative. • The Town also has climate change policies embedded within its Official Plan, has endorsed a GHG reduction target and is actively developing Whitby Green Standards. 	<ul style="list-style-type: none"> • Comments noted by staff.
006-10 Town of Whitby	<p>Responding to Discussion Question #9:</p> <ul style="list-style-type: none"> • The Region should continue to work in collaboration with local area municipalities and the Central Lake Ontario Conservation Authority (all CA's) on updating and implementing watershed plans, master drainage plans and the forthcoming Town-wide urban flooding study (currently on hold). 	<ul style="list-style-type: none"> • The Region is committed to working with area municipalities and conservation authorities to ensure that watershed plans are updated and implemented.
006-11 Town of Whitby	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> • The Region should consider enabling policies for implementation by local area municipalities, in collaboration with CLOCA, to increase the tree canopy where appropriate and where possible at the local level, instead of including specific targets in ROP. For example, the Town is undertaking an Urban Forestry Master Plan for publicly-owned lands that would support increasing the tree canopy. • The Town also has a number of policies in our Official Plan related to maintain existing trees through the development approval process from proponents (e.g. requesting a Tree 	<ul style="list-style-type: none"> • Proposed policy directions include establishing a regional tree canopy target possibly through a Forest Management Plan, or similar study.

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	<p>Preservation Plan, Tree Canopy Plan, etc.), as well as increasing tree coverage.</p>	
<p>007-01 Oshawa Environmental Advisory Committee (OEAC)</p>	<ul style="list-style-type: none"> OEAC recommends funding and staff support be prioritized to encourage on-the-ground programming under these existing Regional strategies (DCEP, DCCAP, LAP). 	<ul style="list-style-type: none"> This comment was forwarded to the CAO’s Office, Sustainability section, and Finance Department, which prepared the following response: Comment to be considered by Regional staff in ongoing Regional Community and Corporate initiatives which support, and prioritize energy planning and climate mitigation and adaptation initiatives, and include Corporate Asset Management Planning, the Energy Conservation and Demand Management Plan (CDM Plan), Enterprise Risk Management, and the Corporate Climate Change Master Plan (CCMP); this initiative is currently underway in response to Regional Council’s January 29, 2020 Climate Emergency Declaration. Regional staff are focused on implementation of priority programs under existing climate change plans. For example, the CAO’s Office is leading the development of a residential energy retrofit program which will serve to support on the ground implementation of the Durham Community Energy Plan (DCEP), as well as the development of tree planting initiatives including the LEAF Backyard tree planting program to scale-up planting on private property.

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007-02 OEAC	<p>Responding to Discussion Question #1</p> <ul style="list-style-type: none"> • There is a need for more native species and the management and reduction of invasive species. • The Region should consider that extreme weather events and increased localized flooding is common. • Low-permeability surfaces burden the storm sewer system and place undue risks on our infrastructure. • More frequent and dramatic/intensive freeze-thaw cycles impact infrastructure leading to significant costs to repair/rebuild. • There are serious public health and infrastructure risks associated with increased heating and cooling issues. 	<ul style="list-style-type: none"> • Proposed policy directions include considerations for invasive species management and the use of native tree species. Additional directions support increasing permeable surfaces and other low impact development measures. • Asset management is being considered by the Region’s multi-disciplinary Asset Management Staff Working Group which ensures both adaptation planning and energy and water efficiency and conservation efforts are integrated into financial planning, asset management, risk management and business planning as part of best business practices.
007-03 OEAC	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> • The Region needs to remain a liveable, resilient and prosperous community. • Low-carbon solutions and innovation is needed to achieve significant GHG emission reductions. • Durham can lead the development of energy efficient new homes and retrofits by implementing requirements beyond the Ontario Building Code, considering solar orientation, window location, insulation, etc. • The Region should also consider emulating the Toronto Green Standard. • No-idling by-laws and public education is needed. 	<ul style="list-style-type: none"> • Proposed policy directions support low carbon and net-zero development and introduce greenhouse gas (GHG) emission reduction targets and measures to achieve these targets. • This comment was also forwarded to the CAO’s Office, Sustainability section, which prepared the following response: • As an upper-tier municipality, Durham has limited control over site plan approval which is where the Toronto Green Standard is applied. Durham’s local area municipalities have developed programs to encourage beyond code new development. The Town of Whitby for example is developing a Green Development Standard that builds from the Toronto Green Standard. The Region is committed to supporting local municipalities with the

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		implementation of Green Standards and will work to encourage consistency across the region.
007-04 OEAC	<p>Responding to Discussion Question #3:</p> <ul style="list-style-type: none"> • GHG directions of the provincial plans should be incorporated into the ROP. • Initiatives to reduce GHGs include: <ul style="list-style-type: none"> ○ Identifying climate change vulnerabilities (through flood mapping, vulnerable populations, neighbourhood scale resiliency, etc.). ○ Develop a regional budget for infrastructure planning and asset mapping. ○ Expand transit, green energy infrastructure and promote LIDs. ○ Implement DCEP programs. ○ Create a formal monitoring/reporting program for GHG targets. 	<ul style="list-style-type: none"> • Proposed policy directions introduce GHG reduction targets and measures to achieve these targets into the ROP. • Asset management is being considered by the Region’s multi-disciplinary Asset Management Staff Working Group which ensures both adaptation planning and energy and water efficiency and conservation efforts are integrated into financial planning, asset management, risk management and business planning as part of best business practices.
007-05 OEAC	<p>Responding to Discussion Question #4:</p> <ul style="list-style-type: none"> • Transit shelter and seating at every bus stop would encourage transit use. • There are many gaps that make active transportation unsafe and inefficient. • Investing in electric transit options and bike locking stations in urban areas and completing the bike network will encourage more active transportation use. 	<ul style="list-style-type: none"> • Proposed policy directions related to age friendly active transportation, Transportation Demand Management (TDM) and Transit Oriented Development (TOD) include improving connectivity to transit services. • The Regional Cycling Plan Update has reviewed gaps in the Primary Cycling Network and will be making recommendations to address those gaps for implementation. • TDM policy directions, beyond those focused on Smart Commute in the current ROP, are proposed.

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		<ul style="list-style-type: none"> TDM Development Guidelines to articulate and implement the TDM policy directions are planned to be developed in 2021, in consultation with the area municipalities and as part of Envision Durham.
007-06 OEAC	<p>Responding to Discussion Question #5:</p> <ul style="list-style-type: none"> More policies to promote alternative energy and increase climate resiliency in Durham are needed. Refining solar panel programming and addressing challenges for homeowners will promote alternative energy production. More public education on energy production/distribution is also needed, in addition to more options for purchasing energy solely produced by a renewable source. 	<ul style="list-style-type: none"> Proposed policy directions support the development of renewable and alternative energy systems, including district energy.
007-07 OEAC	<p>Responding to Discussion Question #6:</p> <ul style="list-style-type: none"> Further investigation into the potential for alternative and sustainable energy is needed. There are opportunities to consider new technologies through pilot projects. 	<ul style="list-style-type: none"> Proposed policy directions support the development of renewable and alternative energy systems, including district energy. Additional directions encourage the development of new technologies and support pilot and demonstrations projects.
007-08 OEAC	<ul style="list-style-type: none"> There is an opportunity to attract EV auto/commercial sector to the GM plant. Consideration should also be given to public-private partnerships with OnTech U/DC and the EV/auto sector for research, design, and training. 	<ul style="list-style-type: none"> Comments noted by staff.
007-09 OEAC	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> The Region should ensure that natural heritage features and areas are protected when implementing renewable energy infrastructure. Consulting with landowners is an important part of this process. 	<ul style="list-style-type: none"> Proposed policy directions prohibit large commercial renewable energy systems in Prime Agricultural Areas and direct area municipalities to regulate design through their official plans and zoning by-laws, with consideration for land use

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		compatibility, including impacts to the natural environment.
007-10 OEAC	<p>Responding to Discussion Question #8:</p> <ul style="list-style-type: none"> Continue improving the drainage of roads to address run-off issues. Tree planting programs should be advertised and publicly accessible. The Region should actively implement programs within both the Community Adaptation Plan and Durham Community Energy Plan. 	<ul style="list-style-type: none"> Recommendations from existing Regional plans were considered in the development of proposed policy directions. This comment was also forwarded to the CAO's Office, Sustainability section, which prepared this response: Durham collaborated with five local area municipalities to expand the LEAF backyard tree planting program. Durham is also looking to work with Conservation Authorities to expand tree planning capacity and reach.
007-11 OEAC	<p>Responding to Discussion Question #9:</p> <ul style="list-style-type: none"> Natural heritage protection that supports stormwater management and reducing impermeable surfaces are essential to encouraging adaptation. 	<ul style="list-style-type: none"> Proposed policy directions support low impact development the use of permeable surfaces. Additional directions establish a regional NHS overlay with a focus on protection, enhancement, and restoration of natural features.
007-12 OEAC	<ul style="list-style-type: none"> Land-use policies that supports climate change resiliency of vulnerable populations are also important. 	<ul style="list-style-type: none"> This comment was forwarded to the Regional Health Department, which prepared the following response: The Health Department is mandated under the Healthy Environments and Climate Change Guidelines as well as the Emergency Management Guidelines, 2018, to include programs and services to support our vulnerable populations. The Health

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		<p>department is involved in a variety of health promotion and protection initiatives to help mitigate the effects of climate change on the health of all Durham Region residents, including our vulnerable populations, including but not limited to:</p> <ul style="list-style-type: none"> ○ Heat and Cold Warning & Information Systems to alert community partners. ○ Conducting a climate change health vulnerability assessment to determine our local health vulnerabilities to inform future adaptation plans. <ul style="list-style-type: none"> ● Assisting in the opening of evacuation, reception, or family centres as required due to forecasted increase in extreme weather events.
007-13 OEAC	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> ● A tree canopy target should be established for both urban and rural categories. ● Tree protection should also be incorporated into all by-laws. ● The Region should develop a baseline of current tree canopy when developing a target (e.g., Toronto’s tree canopy target). 	<ul style="list-style-type: none"> ● Proposed policy directions recommend the establishment of regional tree canopy target(s) possibly through the development of a Forest Management Plan, or similar study. Additional directions recognize the Regional Woodlands By-Law and encourage area municipalities to establish their own tree by-laws.

Legend of Discussion Questions

Number	Discussion Question
1.	Are there any other areas or sectors where you have experienced the impacts of climate change first-hand?
2.	What is your vision for climate change adaptation and mitigation in Durham?
3.	Should the additional GHG reduction policies that are encouraged in the Growth Plan and Greenbelt Plan be incorporated into the Regional Official Plan? How do you think this topic should be addressed?

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4.	Do you see bike lanes, transit stops, sidewalks, etc. and other infrastructure in your own neighbourhood that provide a safe place to cycle, walk, or take transit to your destinations? Does the availability of this infrastructure impact your travel choices?
5.	To what extent should the Regional Official Plan have policies that support the development of alternative energy production?
6.	Do you see additional opportunities for sustainable energy development in Durham?
7.	What role should regional and area municipal planning have in regulating the siting of renewable energy projects?
8.	Have you seen evidence of mitigation and adaptation efforts to climate change in your community? Moving forward, what are some good examples that you think would be beneficial if implemented in Durham?
9.	In your view, is there anything else that the Regional Official Plan should do to encourage adaptation to climate change in Durham?
10.	Should a tree canopy target be established? If so, should there be separate targets for urban versus rural areas?

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Submission Number and Name	Description of Submission	Regional Staff Response
001-01 Brian Kelly	<ul style="list-style-type: none"> Energy efficiency, net-zero housing, solar access and orientation, subdivision design to maximize solar energy, district energy, and climate resiliency in new and existing buildings should be considered. 	<ul style="list-style-type: none"> Proposed policy directions enhance existing policy language on energy efficiency, net-zero development and solar access and orientation. Additional directions include considerations for district energy.
001-02 Brian Kelly	<ul style="list-style-type: none"> The ROP should seek to emphasize the Durham Community Energy Plan, especially, the Low-Carbon Pathway. 	<ul style="list-style-type: none"> Recommendations from existing regional climate change plans have been considered in the development of proposed policy directions. For example, net-zero and the low carbon pathway are referenced in relation to climate resilient development.
001-03 Brian Kelly	<ul style="list-style-type: none"> The ROP needs to emphasize the connections between transportation and climate change, focusing on EVs, autonomous vehicles, and the expansion of public transit. 	<ul style="list-style-type: none"> Work on the myDurham Intelligent Communities Plan is evolving. Part of this work is a Smart Mobility Strategy, focusing on the role of emerging technologies, including Connected and Automated Vehicles (CAVs) and Intelligent Transportation Systems. Updates to the Region’s Smart Mobility Strategy will be incorporated into the new ROP, where appropriate.
001-04 Brian Kelly	<ul style="list-style-type: none"> More urgency is needed when considering climate change over the horizon of the new ROP and climate change measures should be aggressive to incite meaningful change. 	<ul style="list-style-type: none"> On January 29, 2020 Regional Council declared a climate emergency. This declaration recognizes the need to reduce overall emissions from Durham Region, as well as continue to prepare for Durham’s future climate as high priorities when considering budget direction and in all decisions of Regional Council. Sustainability and addressing climate change will be recognized as strategic priorities in the ROP.

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Submission Number and Name	Description of Submission	Regional Staff Response
001-05 Brian Kelly	<ul style="list-style-type: none"> • The ROP should also consider sustainability issues such as: <ul style="list-style-type: none"> ○ Air quality. ○ Urban shading. ○ Soil protection. ○ Water conservation. ○ Low carbon economic development. 	<ul style="list-style-type: none"> • Sustainability will be a fundamental component of the new ROP, including net-zero and low carbon development, water and soil conservation, air quality and growing the region-wide tree canopy, and protecting the regional NHS and agricultural land base.
002-01 Colleen Mycroft	<ul style="list-style-type: none"> • Plant more trees in public spaces, such as along highways, on boulevards, and on under-utilized government-owned lands. 	<ul style="list-style-type: none"> • This comment was forwarded to the CAO's Office, Sustainability section, which prepared this response: • The CAO's office is leading the development of tree planting initiatives with our Conservation Authority partners to scale-up planting on rural/public land.
002-02 Colleen Mycroft	<ul style="list-style-type: none"> • Build additional sidewalks and bike lanes, protected from vehicular traffic. 	<ul style="list-style-type: none"> • The Regional Cycling Plan update process includes consulting with citizens, reviewing the existing active transportation network, and planning expansions to this network (including timelines for all expansions).
002-03 Colleen Mycroft	<ul style="list-style-type: none"> • Install e-charging stations for electric vehicles at government-owned parking lots. 	<ul style="list-style-type: none"> • This comment was forwarded to the Works Department, which prepared this response: • Six (6) electric vehicle (EV) charging stations are currently installed and operational at the Region of Durham Headquarters Building. • The Region of Durham has partnered with local municipalities (Ajax, Clarington, Oshawa and Whitby) to install 60 new EV chargers in the Durham Region under NRCan's Zero-Emission Vehicle Infrastructure Program. Thirty-two (32) of these EV charging stations will be installed in various Region of Durham parking lots and will be available to both staff and public.

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Submission Number and Name	Description of Submission	Regional Staff Response
002-04 Colleen Mycroft	<ul style="list-style-type: none"> Encourage the elimination and/or disincentivize the use of single-use plastics, such as bags, straws, water bottles, pop bottles, etc. 	<ul style="list-style-type: none"> This comment was forwarded to the Works Department, which prepared this response: In 2019, the Region implemented, in cooperation with the food services provider, the following measures at Regional Headquarters: <ul style="list-style-type: none"> No longer selling plain bottle water or providing it for catering; Take out cutlery available upon requests (vendor sourcing alternative products); Paper straws; Wooden stir sticks; Eco-container program in place; Compostable containers available at the hot table; and Vendor looking for alternatives to other packaging for grab and go items. Water bottle filling stations made available to the public on the 1st level. Region promoted use of refillable bottles with giveaway of Durham on tap bottles in the cafeteria. Canadian Council of Ministers of the Environment (CCME) Canada-Wide Strategy for Zero Plastic Waste Phase 1 supports the implementation of a full Extended Producer Responsibility (EPR) system. In Ontario, municipalities will start transitioning to EPR in 2023 with full implementation by 2026. The

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		<p>Region has indicated a preference to transition in mid-2023.</p> <ul style="list-style-type: none"> • Legal Services has conducted a jurisdiction and legal review of Municipal rights and obligations and conclude that, based on legal precedent, there is a risk that Durham Region would be challenged in court over any broad single use plastics ban imposed at the Regional level. Local area municipalities may be better equipped to restrict use of single use plastics through their licensing and other local municipal powers.
002-05 Colleen Mycroft	<ul style="list-style-type: none"> • Preserve and integrate forests into our communities, for both environmental and recreational benefits. 	<ul style="list-style-type: none"> • Current ROP policies and proposed policy directions recognize the important role that woodlands play in the region for both the environment and recreation.
002-06 Colleen Mycroft	<ul style="list-style-type: none"> • Encourage transit use, including the extension of the GO East Extension, as alternatives to highway traffic. 	<ul style="list-style-type: none"> • Current ROP policies and proposed directions encourage transit use and support multi-modal connections to transit (such as cycling or driving).
002-07 Colleen Mycroft	<ul style="list-style-type: none"> • Encourage community gardens, as well as the use of private gardens for both food and flowers for pollinators. 	<ul style="list-style-type: none"> • Proposed policy directions continue to encourage urban agriculture and community gardens. Area municipalities will be encouraged to incorporate policies and permissions related to urban agricultural into their official plans.
003-01 Christen Dschankilic	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> • The threat of invasive species on green areas and the forestry industry should be further reviewed. 	<ul style="list-style-type: none"> • Proposed policy directions include the establishment of a policy suite related to invasive species management.

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Submission Number and Name	Description of Submission	Regional Staff Response
003-02 Christen Dschankilic	Responding to Discussion Question #2: <ul style="list-style-type: none"> • Stronger NHS for mitigation/adaptation to climate change. • Reconsider the use of the Pickering Airport lands from a climate change perspective. • Designing walkable communities as a means to reduce automobile use. • Planting additional trees and developing tree canopy cover targets. 	<ul style="list-style-type: none"> • Proposed policy directions include the promotion of pedestrian-centred and compact built form that promotes active transportation.
003-03 Christen Dschankilic	Responding to Discussion Question #3: <ul style="list-style-type: none"> • Incorporate the GHG reduction policies encouraged within the Growth Plan and Greenbelt Plan into the ROP. • Create regional and municipal GHG reduction targets. • Best practice research should be conducted to determine the best and most effective ways to determine reduction targets and to determine practical ways to reach the targets. 	<ul style="list-style-type: none"> • Proposed policy directions would adopt Council-approved GHG reduction targets and measures to achieve those targets.
003-04 Christen Dschankilic	Responding to Discussion Question #4: <ul style="list-style-type: none"> • More could be done to separate cyclists from cars, and more bike lanes could be added throughout [Pickering]. • Sidewalks within walksheds to local amenities and retail areas should be prioritized. 	<ul style="list-style-type: none"> • The Transportation Master Plan enhances active transportation routes and connections throughout all municipalities in Durham. Additionally, development review will put a focus on incorporating facilities to assist with active transportation connections.
003-05 Christen Dschankilic	<ul style="list-style-type: none"> • Responding to Discussion Question #5: • The ROP should contain policies that support the development, and potentially contain targets, for alternative energy production. 	<ul style="list-style-type: none"> • Proposed policy directions support the development of alternative and renewable energy systems.
003-06 Christen Dschankilic	Responding to Discussion Question #6: <ul style="list-style-type: none"> • Incentives for property owners to invest in and use renewable energy sources may be necessary. 	<ul style="list-style-type: none"> • The CAO's Office, Sustainability section, is leading the development of a residential energy retrofit program, for builders and property owners, which will serve to support on the ground

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		implementation of Durham Community Energy Plan.
003-07 Christen Dschankilic	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> The Region should have a primary role in regulating the siting of renewable energy projects. 	<ul style="list-style-type: none"> Proposed policy directions provide direction on the siting of renewable energy projects. For example, restrictions on Prime Agricultural land and direction to area municipalities to regulate the design and scale of these projects.
003-08 Christen Dschankilic	<p>Responding to Discussion Question #8:</p> <ul style="list-style-type: none"> I have seen minimal mitigation and adaptation efforts in my community. Bike lanes are the only mitigation effort I have seen on a regular basis. Having a sound NHS; regional and municipal tree canopy coverage targets; and regulating invasive species would all be beneficial efforts towards mitigation/adaptation. 	<ul style="list-style-type: none"> Proposed policy directions include the establishment of a regional NHS and a regional tree canopy target. Additional directions include a policy suite related to invasive species management.
003-09 Christen Dschankilic	<p>Responding to Discussion Question #9:</p> <ul style="list-style-type: none"> Creating a sound NHS that protects ecological integrity and connectivity of natural areas throughout the region to should be maintained. Promoting the creation of walkable communities and the use of alternative energy sources should be incorporated into the ROP. 	<ul style="list-style-type: none"> Proposed policy directions include the establishment of a regional NHS overlay that focuses on maintaining connectivity and ecological integrity. Additional directions promote pedestrian-centred and compact built form that promotes active transportation.
003-010 Christen Dschankilic	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> Develop a regional tree canopy target, with separate urban/rural targets. Each area municipality should have a different/local target. A potential best practice for tree canopy targets is 40 per cent. 	<ul style="list-style-type: none"> Proposed policy directions recommend the establishment of a regional tree canopy target possibly through a Forest Management Plan or similar study.

Climate Change and Sustainability Discussion Paper Submissions – Public Comments

Submission Number and Name	Description of Submission	Regional Staff Response
004-01 Stacey Lee Kerr	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> • Recognize that climate change also has impacts on the public health sector, e.g. increased growing seasons for noxious weeds leading to more severe or prolonged seasonal allergies. • Impacts to the property management sector related to increased home and property maintenance costs. e.g. excess snow removal, road salt, wind damage, etc. 	<ul style="list-style-type: none"> • Comments noted by staff.
004-02 Stacey Lee Kerr	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> • My vision for climate change adaptation in Durham is: • better integration with local nature and biodiversity; • better technology and renewable energy for increased sustainability; • normalize sustainable lifestyle; • more jobs and remote work to reduce commutes; • protect farms and promote food security, supported by an agricultural hub (i.e. on the Pickering Airport lands); • become a leader in sustainable infrastructure and development practices; • protect natural spaces, such as forests and wetlands, which promote ecological integrity; • overall, the approach must be as proactive as possible, rather than hazard-based or reactionary; and • a transparent, integrated, systemic, team-based approach will be necessary to make this work across all municipalities and sectors. 	<ul style="list-style-type: none"> • Comments noted by staff.
004-03 Stacey Lee Kerr	<p>Responding to Discussion Question #3:</p> <ul style="list-style-type: none"> • The ROP should represent best practices, meeting or exceeding the requirements of provincial plans and policies, where appropriate. 	<ul style="list-style-type: none"> • Proposed policy directions represent a combination of provincial direction, input from stakeholders and best practices.

Climate Change and Sustainability Discussion Paper Submissions – Public Comments

Submission Number and Name	Description of Submission	Regional Staff Response
004-04 Stacey Lee Kerr	Responding to Discussion Question #4: <ul style="list-style-type: none"> Additional multi-use pathways, as well as better integration with cross-region transit, would be welcomed improvements. 	<ul style="list-style-type: none"> The Transportation Master Plan and Regional Cycling Plan update call for additional multi-use pathways and will include scheduling for their construction.
004-05 Stacey Lee Kerr	Responding to Discussion Question #5: <ul style="list-style-type: none"> The Region could have an enhanced role coordinating alternative energy projects, including through public-facing education and communications on the benefits of alternative energy production. 	<ul style="list-style-type: none"> Proposed policy directions include support for the development of alternative and renewable energy systems. This may include through pilot and demonstration projects.
004-06 Stacey Lee Kerr	Responding to Discussion Question #6: <ul style="list-style-type: none"> Facilitate collaboration and partnerships between local post secondary institutions and sustainable energy producers; seeking pilot projects and educational/job skills training. Prioritize developers who use sustainable energy practices. 	<ul style="list-style-type: none"> This comment was forwarded to the Regional CAO's Office, Sustainability section, which prepared the following response: As part of the proposed residential energy retrofit program, the Region is considering such actions, including facilitating a partnership with Durham College to offer enhanced training for skilled trades on conducting deep energy renovation projects.
004-07 Stacey Lee Kerr	Responding to Discussion Question #7: <ul style="list-style-type: none"> The siting of renewable energy projects should be regulated by regional planning bodies, with advisory input from the municipalities, as well as stakeholders living or working within proximity of the site. 	<ul style="list-style-type: none"> Proposed policy directions prohibit large-scale commercial renewable energy projects in Prime Agricultural Areas and direct area municipalities to regulate siting and design of these facilities through their official plans and zoning by-laws, with consideration for land use compatibility.
004-08 Stacey Lee Kerr	Responding to Discussion Question #8: <ul style="list-style-type: none"> There should be more emphasis on proactive measures, such as tree planting along highways and train corridors (like Ajax); supporting more sustainable retrofits (green/white roofs) and LEED buildings; and reward local businesses for sustainability, including more broadly sharing success stories. 	<ul style="list-style-type: none"> Proposed policy directions encourage and support tree planting initiatives and support sustainable design principles. The Durham Environmental Advisory Committee (DEAC) hosts an annual awards program to recognize individuals, businesses and agencies that

Climate Change and Sustainability Discussion Paper Submissions – Public Comments

Submission Number and Name	Description of Submission	Regional Staff Response
		are contributing to protecting, enhancing and restoring the region’s natural environment.
004-09 Stacey Lee Kerr	<p>Responding to Discussion Question #9:</p> <ul style="list-style-type: none"> • Communication and storytelling related to alternative energy and sustainability to highlight positive outcomes, which in turn improves the image of alternative energy options. • Overall education and outreach, particularly as it relates to climate change is critical. All tools should be employed (e.g. social media, video, event booths, etc). • Outreach and community involvement help create community-led sustainable initiatives leading to an overall sense of shared ownership. 	<ul style="list-style-type: none"> • Comments noted by staff, for consideration and alignment with the role and responsibilities of the CAO’s Office, Sustainability section.
004-010 Stacey Lee Kerr	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> • Develop a tree canopy target and utilize existing programs, such as LEAF, to help increase coverage across the region. • Native tree canopy targets are a critical element of how we can begin to make the region more resilient, however careful species selection and targeted planting locations will be necessary to try and mitigate future invasive species and diseases. • In general, environmental restoration should be a central component of any climate change plan/policies. 	<ul style="list-style-type: none"> • Proposed policy directions recommend the establishment of a regional tree canopy target possibly through the development of a Forest Management Plan, or similar study. • Restoration has been included in new proposed goals for the Protected Greenlands System.
005-01 Sylvia Palma Ratchford	<ul style="list-style-type: none"> • Given the relatively short lifespan of battery banks, along with the growing influx of renewable energy sources (e.g. electric vehicles, solar modules, etc.), careful consideration for the disposal of toxic materials from batteries will be necessary. 	<ul style="list-style-type: none"> • Comments noted by staff.
005-02 Sylvia Palma Ratchford	<ul style="list-style-type: none"> • Higher temperatures have the potential to negatively impact the efficiency of solar modules. 	<ul style="list-style-type: none"> • Comments noted by staff.

Climate Change and Sustainability Discussion Paper Submissions – Public Comments

Submission Number and Name	Description of Submission	Regional Staff Response
005-03 Sylvia Palma Ratchford	<ul style="list-style-type: none"> A mix of energy sources, ranging from traditional (e.g. oil and coal) and renewable sources (e.g. wind and solar), should be maintained to manage demand. 	<ul style="list-style-type: none"> Proposed policy directions include support for the development of renewable and alternative energy systems and energy from waste.
005-04 Sylvia Palma Ratchford	<ul style="list-style-type: none"> Geothermal energy systems should be considered when planning for new subdivisions. 	<ul style="list-style-type: none"> Proposed policy directions include considerations for alternative energy, namely district energy.
005-05 Sylvia Palma Ratchford	<ul style="list-style-type: none"> Collecting and recycling rainwater should be encouraged. 	<ul style="list-style-type: none"> Proposed policy directions include considerations for water conservation, including water recycling and rainwater harvesting.
005-06 Sylvia Palma Ratchford	<ul style="list-style-type: none"> High density will increase crime. 	<ul style="list-style-type: none"> Comments noted by staff.
005-07 Sylvia Palma Ratchford	<ul style="list-style-type: none"> Higher density developments, including but not limited to co-op housing, should maintain personal property sizes while also accommodating public open space and natural greenery for mental, physical and environmental benefits. 	<ul style="list-style-type: none"> Comments noted by staff.

Legend of Discussion Questions

Number	Discussion Question
1.	Are there any other areas or sectors where you have experienced the impacts of climate change first-hand?
2.	What is your vision for climate change adaptation and mitigation in Durham?
3.	Should the additional GHG reduction policies that are encouraged in the Growth Plan and Greenbelt Plan be incorporated into the Regional Official Plan? How do you think this topic should be addressed?
4.	Do you see bike lanes, transit stops, sidewalks, etc. and other infrastructure in your own neighbourhood that provide a safe place to cycle, walk, or take transit to your destinations? Does the availability of this infrastructure impact your travel choices?
5.	To what extent should the Regional Official Plan have policies that support the development of alternative energy production?
6.	Do you see additional opportunities for sustainable energy development in Durham?
7.	What role should regional and area municipal planning have in regulating the siting of renewable energy projects?

Climate Change and Sustainability Discussion Paper Submissions – Public Comments

8.	Have you seen evidence of mitigation and adaptation efforts to climate change in your community? Moving forward, what are some good examples that you think would be beneficial if implemented in Durham?
9.	In your view, is there anything else that the Regional Official Plan should do to encourage adaptation to climate change in Durham?
10.	Should a tree canopy target be established? If so, should there be separate targets for urban versus rural areas?

Growth Management - Urban System Discussion Paper Submissions – Agency Comments

Submission Number and Name	Description of Submission	Regional Staff Response
001-01 Toronto and Region Conservation Authority (TRCA)	Responding to Discussion Question #1: <ul style="list-style-type: none"> • For Ajax and Pickering, new development and infrastructure has not generally incorporated low impact development (LID) / treatment train stormwater management (SWM) facilities into its design. • TRCA supports the inclusion of a Green Standard in the ROP, but suggests the standard could be extended to incorporate SWM measures applying to both development and regional and local infrastructure projects. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions for updated Goals for the Urban System. • Proposed policy directions presented for consultation include those focused on climate resilient development that encourages stormwater management practices that incorporate low impact development.
001-02 TRCA	Responding to Discussion Question #2: <ul style="list-style-type: none"> • TRCA supports Durham’s goal of achieving greenhouse gas (GHG) emissions reduction of 80% below 1990 levels by 2050 and the aspirational goal of eventually becoming carbon neutral. • Additional goals should include: • Achieving climate resilience more broadly, through adaptation and mitigation measures; • Adopting a holistic “systems planning” approach for the Natural Heritage System (NHS) and Water Resource System (WRS) including through the urban system. • Ensuring development protects the health of Lake Ontario as a drinking water source and an accessible recreational amenity; and • Integrating nature into the urban fabric through ecological design and the use of green infrastructure. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions for updated Goals for the Urban System. The proposed Goals include climate change resiliency as well as the protection and integration of natural resources. • Comment related to TRCA’s support for Durham’s GHG emissions reductions goals noted by staff. • Building climate change resiliency through adaptation and mitigation measures will be more explicit in the new ROP across various topic areas including transportation, environment, agriculture and urban development. • The new ROP will establish a regional natural heritage system (NHS) with associated NHS policies that reflect a shift from a features-based to systems-based approach to protecting the natural environment. • The new ROP will establish a water resources system (including Lake Ontario) and implement source protection policies that focus on protecting quality and quantity of water in the region.

Growth Management - Urban System Discussion Paper Submissions – Agency Comments

<p>001-03 TRCA</p>	<p>Responding to Discussion Question #3:</p> <ul style="list-style-type: none"> • See the website for “8-80 Cities” for some ideas; • Incorporate the Region’s completed Age Friendly Strategy and Action Plan into the ROP wherever possible. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions related to age-friendly planning, which incorporates the Durham Age Friendly Strategy and Action Plan where appropriate.
<p>001-04 TRCA</p>	<p>Responding to Discussion Question #5:</p> <ul style="list-style-type: none"> • Should investigate how to create seamless transportation from home to destination. • Suggest a greater policy focus and more tools for removing barriers to intensifying underutilized, previous developed properties within the existing urban boundary. • Policy focus to enable greyfield and brownfield redevelopment. 	<ul style="list-style-type: none"> • Transit-supportive policy directions for urban areas are proposed, which will help address maximum block or “barrier” distances (e.g., railway, creek, freeway) in urban areas from pedestrian connections, active transportation connectivity and continue to restrict reverse lot frontage. These policy directions, when implemented as policy, can help guide the development review process. • Comments were considered by staff and are reflected in proposed policy directions to encourage the intensification of existing employment areas and to better connect high density employment uses. • Proposed policy directions include updated policy to encourage the redevelopment of brownfield and greyfield sites, including updated terminology and requirements related to the Region’s Site Screening Protocol.
<p>001-05 TRCA</p>	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> • Suggest a net density is the most accurate way to measure. • The Region should consider the impact of its engineering standards (road widths, minimum parking requirements, servicing and loading, etc.) on its ability to efficiently use land. 	<ul style="list-style-type: none"> • Comments have been considered by staff. The policy directions recommend measuring density within Designated Greenfield Areas after certain features have been netted out, and gross density (people and jobs per hectare) within Urban Growth Centres, MTSAs, Regional Centres, Regional Corridors, and Waterfront Places. An updated approach to the application of Floor Space Index as a density metric is also proposed.

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		<ul style="list-style-type: none"> • A new Arterial Right-of-Way map schedule in the ROP is proposed as a policy direction, which would show specific right-of-way requirements by arterial road segment. • Policy directions supporting the proposed map schedule are recommended, in consultation with the area municipalities.
001-06 TRCA	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> • As these should be major, accessible public spaces, they should be designated accordingly in the ROP. 	<ul style="list-style-type: none"> • Response that Waterfront Places should be designated accordingly in the ROP has been considered during the formulation of policy directions. The proposed policy directions would see Waterfront Places continue to be symbolically designated in the ROP.
001-07 TRCA	<p>Responding to Discussion Question #11:</p> <ul style="list-style-type: none"> • Achieving density targets within MTSAs must account for natural hazards, natural heritage features, and stormwater management, whether identified outside or inside of an MCR process. • Amendments to the DROP should specify policy requirements for natural hazards, stormwater management and natural heritage to inform the delineation of MTSAs. 	<ul style="list-style-type: none"> • Comment and response provided in Table 1 to Report #2020-P-27 on MTSA Proposed Policy Directions dated Dec. 1, 2020 (Comment #17).
001-08 TRCA	<p>Responding to Discussion Question #12:</p> <ul style="list-style-type: none"> • It is critical that MTSA boundaries be subject to meeting criteria for addressing natural hazard management, natural heritage and water resource protection. 	<ul style="list-style-type: none"> • Comment and response provided in Table 1 to Report #2020-P-27 on MTSA Proposed Policy Directions dated Dec. 1, 2020 (Comment #18).
001-09 TRCA	<p>Responding to Discussion Question #13:</p> <ul style="list-style-type: none"> • Recommend Durham assess the total number of people and jobs that can be accommodated in the built-up area through redevelopment, intensification, and secondary suites in stable neighbourhoods. • Evaluation should consider number of people that can be accommodated through intensification of “stable 	<ul style="list-style-type: none"> • Through the Region’s Growth Management Study, intensification potential is being assessed, including a factor for secondary suites and redevelopment in stable neighbourhoods, and the build-out potential of the Designated Greenfield Area of the existing Urban Area. This exercise will determine if the Region can achieve the Growth Plan intensification and density targets, and if any

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	<p>neighbourhoods” – bill 108 permissions for 3 units on each lot cited.</p> <ul style="list-style-type: none"> • Recommend the Region go beyond the Growth Plan minimum intensification target, as opposed to just meeting the target. • Recommend that Natural Heritage Systems established through Watershed Planning be fully avoided from urban development. • Recommend the Region consider the impact of growth and development on the Region’s contribution to GHG emissions and climate change. 	<p>additional urban land is required to accommodate the Region’s 2051 population and Employment forecast.</p> <ul style="list-style-type: none"> • The regional NHS within the urban area boundary will be comprised of a combination of conservation authority NHS and area municipal NHS data and will be developed in consultation with these partners. • Council adopted GHG emissions reductions targets will be included in the new ROP. Proposed policy directions presented for consultation that will help to achieve these targets encourage a holistic approach to GHG emissions reduction with specific policies to support the Low-Carbon Pathway noted in the Durham Community Energy Plan.
001-10 TRCA	<p>Responding to Discussion Question #14:</p> <ul style="list-style-type: none"> • Need for new or updating existing comprehensive environmental studies should be a criteria to take into the account the impact of a change in land use from employment to residential. • Must avoid the over-conversion of employment lands, which would then further perpetuate the need for additional settlement boundary expansion for new employment lands. 	<ul style="list-style-type: none"> • Comments noted by staff. As a result of an Employment Area Conversion, further studies, including environmental studies, may be required prior to development. • In accordance with Regional Council’s approved criteria for evaluating Employment Area Conversion Requests, land need will be factored into the evaluation.
001-11 TRCA	<p>Responding to Discussion Question #15:</p> <ul style="list-style-type: none"> • Should adopt policies to promote the use of and development a terms of reference for an “urban master environmental servicing plan” (Urban MESP) to coordinate major redevelopment proposals within the urban envelop. 	<ul style="list-style-type: none"> • Comment noted by staff.
001-12 TRCA	<p>Responding to Discussion Question #16:</p> <ul style="list-style-type: none"> • Yes this makes sense as a housekeeping item. 	<ul style="list-style-type: none"> • Comment noted by staff.

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001-13 TRCA	<p>Responding to Discussion Question #17:</p> <ul style="list-style-type: none"> The ROP should incorporate policies to embrace opportunities like broadband as mechanisms to reduce GHG emissions. 	<ul style="list-style-type: none"> Several policy directions are proposed which would implement the Region’s Broadband Strategy. This includes general policy direction to recognize the importance of Broadband infrastructure and to encourage the expansion of Broadband networks.
001-14 TRCA	<p>Responding to Discussion Question #18:</p> <ul style="list-style-type: none"> Suggest going beyond the minimum intensification targets to encourage more growth in the downtowns. 	<ul style="list-style-type: none"> The Intensification Strategy (through the Growth Management Study) will assess an appropriate level of intensification for the region based on the capacity for growth and demand for higher density forms of development.
001-15 TRCA	<p>Responding to Discussion Question #20:</p> <ul style="list-style-type: none"> The following topics and trends should be considered: Policies that allow for more LID / treatment train / integrated green design of infrastructure. Embrace the development of a circular economy. Policies to facilitate the removal of barriers to the redevelopment of existing, underutilized properties in the urban boundary. Encourage upfront comprehensive planning, including co-location of public services, stormwater management, LID, recreation and open space. Policies to guide local municipalities to take an inventory and active management of Municipal Natural Assets. 	<ul style="list-style-type: none"> Proposed policy directions presented for consultation include encouragement for low impact development and green infrastructure and support for building conservation and adaptive reuse, including the recycling of building materials.

Legend of Discussion Questions

Number	Discussion Question
1.	Is the Urban System achieving the Regional Official plan vision of creating distinct Urban Areas, balancing population and employment growth, and achieving health and complete communities?
2.	Are there any additional goals for the Urban System that should be included in the Regional Official plan?
3.	How can Regional Official plan Policies support the needs of an aging population?
4.	Are there specific policies or other measures that are needed to enable the achievement of employment forecasts and/or the Regional Council target of one job for every two persons?
5.	How can Regional Official plan policies recognize and support the changing pattern of where and how people work?

Growth Management - Urban System Discussion Paper Submissions – Agency Comments

6.	What Regional policies and approaches could assist in achieving the Regional Official plan target that 50 per cent of all jobs be in designated Employment Areas?
7.	How should density (gross or net) be measured in the Regional Official plan?
8.	Should the Region delineate only those corridors with significant intensification potential that are also within the Higher Order Transit Network?
9.	Should Regional Corridors that are intended to be priority areas for the highest level of transit service (Highway 2 and Simcoe Street) be delineated in the ROP and assigned an increased minimum density target?
10.	Should Waterfront Places be specifically designated in the Regional Official plan?
11.	In the proposed approach for delineating and assigning density targets to existing and future Major Transit Station Areas appropriate?
12.	Do you have any feedback or input on the propose draft Major Transit Station Area delineations?
13.	Are there any other criteria that should be considered when evaluating Settlement Boundary Expansions?
14.	Are there other criteria that should be considered when evaluating Employment Area conversions?
15.	Are there additional strategies or solutions required to support development in Strategic Growth Areas?
16.	Should a Regional structure, consisting of appropriate Regional land use designations be applied to lands located within the Central Pickering Development Plan Area?
17.	What type of Regional Official plan policies should be provided to support the deployment of broadband infrastructure?
18.	How can Regional Official plan policies support the achievement of strong, vibrant, and healthy downtowns?
19.	Should places of worship be permitted in Employment Areas?
20.	Are there any other trends or topics you feel should be reviewed and considered as part of the review of the Urban System and the Growth Management Study component of the MCR?

Growth Management - Urban System Discussion Paper Submissions – Municipal Comments

Submission Number and Name	Description of Submission	Regional Staff Response
001-01 Clarington Planning and Development Committee, endorsed by Clarington Council	<ul style="list-style-type: none"> • Include lands between Durham Highway 2 and Bloor Street, east of Courtice Road to Highway 418 within the Urban Area Boundary. 	<ul style="list-style-type: none"> • Subject lands will be considered through Phase Two of the Growth Management Study, if Settlement Area Boundary Expansion is required.
001-02 Clarington Planning and Development Committee, endorsed by Clarington Council	<ul style="list-style-type: none"> • Add 12 ha of Municipal and Regional land into the Hamlet of Maple Grove (including DRPS). 	<ul style="list-style-type: none"> • Subject lands will be considered in the context of the Land Needs Assessment outcomes and any required Settlement Area Boundary Expansions.
002-01 Municipality of Clarington	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> • Distinction is achieved via the local official plans and Secondary Plans. • Population and employment growth seem to be driven more by market factors than policy. • ROP policies are too broad to directly create healthy and complete communities. Local official plan and Secondary Plans achieve that. 	<ul style="list-style-type: none"> • Comments were considered by staff during the development of the proposed policy directions for updated Goals for the Urban System.
002-02 Municipality of Clarington	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> • Rather than adding more goals, the ROP should include fewer goals that are broad in scope. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions for updated Goals for the Urban System. The proposed policy direction includes fewer, broader Goals for the Urban System.

Growth Management - Urban System Discussion Paper Submissions – Municipal Comments

Submission Number and Name	Description of Submission	Regional Staff Response
002-03 Municipality of Clarington	<p>Responding to Discussion Question #3:</p> <ul style="list-style-type: none"> • The same policies that support complete communities will support an aging population. However, specific direction on reducing development charges for long term care facilities will allow the market to respond with affordable housing options unique to this demographic. • By prioritizing and supporting higher densities next to transit routes and near amenities. • Encourage different forms of housing options, i.e. more ground related units or units with less stairs. 	<p>This comment was forwarded to the Finance Department, which prepared the following response:</p> <ul style="list-style-type: none"> • Noted by staff and will be considered in next Development Charges Background Study review. Development charges enable municipalities to recover growth-related capital costs from new development. • If development charges are reduced or eliminated, these costs are recovered through higher property taxes and water and sewer user rates, resulting in higher operating costs for long term care facilities. • Recent changes to the Development Charges Act, 1997 under Bill 108 and Regulation 454/19 provides relief to long term care facilities as follows: <ul style="list-style-type: none"> ○ Development charges are deferred to occupancy (as opposed to being paid at building permit issuance) and are paid in six equal installments over five years; and ○ Development charge rates are frozen at site plan or zoning by-law amendment application. • Other comments noted by staff. Related policy directions, in accordance with provincial policy, prioritize intensification and increased densities, including a range of housing types and options, next to existing and planned transit routes and other public amenities. • Comments were considered by staff as part of the proposed policy directions regarding housing options and special needs housing.

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Submission Number and Name	Description of Submission	Regional Staff Response
002-04 Municipality of Clarington	Responding to Discussion Question #4: <ul style="list-style-type: none"> • Please justify the target job ratio first. • Provide additional background on where jobs are today (small, medium or large businesses). 	<ul style="list-style-type: none"> • Proposed policy direction is to amend the target job to population ratio to reflect the Provincial Forecast for the Region contained in Schedule 3 of the Growth Plan. • Additional details on the Region’s employment base, including type, industry, etc. can be found in the Region’s annual business count. Detailed information is available through each area municipalities economic development office/department.
002-05 Municipality of Clarington	Responding to Discussion Question #5: <ul style="list-style-type: none"> • Leave this up to local official plans. 	<ul style="list-style-type: none"> • Comment noted for staff consideration.
002-06 Municipality of Clarington	Responding to Discussion Question #6: <ul style="list-style-type: none"> • Why continue to expect that 50 per cent of jobs will continue to be located in Employment Areas given the shift away from manufacturing in Ontario? • Establish incentives for businesses to locate or expand in Employment Areas. • Reduce Development Charges for industrial buildings • Specialize in order to contrast from what other Region’s are offering. Consider small scale industries that are land intensive but have low employment to locate in the rural areas on private services. • Ensure municipal services are available in Employment Areas. • Ensure technology is in place that would support industry needs. 	<ul style="list-style-type: none"> • The appropriateness of the 50 per cent per cent of jobs being located in Employment Areas will be further assessed. • This comment was forwarded to the Works Department, which noted that this matter was addressed in the September 2020 report #2020-COW-23 on Regional Pre-servicing of Designated Employment Areas. • This comment was also forwarded to the Finance Department, which prepared the following response: • Noted by staff and will be considered in next Development Charges Background Study review. Development charges enable municipalities to recover growth-related capital costs from new development. If development charges are reduced

Growth Management - Urban System Discussion Paper Submissions – Municipal Comments

Submission Number and Name	Description of Submission	Regional Staff Response
		<p>or eliminated, these costs are recovered through higher property taxes and water and sewer user rates. This would result in higher operating costs for industrial buildings.</p> <ul style="list-style-type: none"> • The Development Charges Act, 1997 provides exemptions for the expansion of existing industrial buildings (can expand up to 50 per cent of the existing floor space without paying development charges, if attached). Durham Region broadened this exemption in the 2018 DC By-law in order to exempt expansions that are not attached to the existing building. • Durham’s industrial development charges are competitive as they are one of the lowest amongst Peel, York and Halton Regions. • Many factors impact the business decision to locate or expand in Employment Areas. One factor is the availability of serviced land. The Region recently completed a study in co-operation with area municipal staff dealing with increasing the quantity of supply of market-ready employment lands in Durham. See Report #2020-COW-23 on Regional Pre-servicing of Designated Employment Areas for further details. • As detailed in the Regional Broadband Strategy, the Region is assessing options to support broadband expansion to underserved areas. Related ROP policy directions are proposed.

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Submission Number and Name	Description of Submission	Regional Staff Response
002-07 Municipality of Clarington	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> • Maintain the gross density currently found in the ROP (units/ha). Local Official plans can determine how to apply that on a net basis. • Remove the FSI target. 	<ul style="list-style-type: none"> • Comments have been considered by staff. The policy directions recommend measuring density within Designated Greenfield Areas after certain features have been netted out, and gross density (people and jobs per hectare) within Urban Growth Centres, Major Transit Station Areas, Regional Centres, Regional Corridors, and Waterfront Places. An updated approach to the application of Floor Space Index as a density metric is also proposed.
002-08 Municipality of Clarington	<p>Responding to Discussion Question #8:</p> <ul style="list-style-type: none"> • No. Delineate all of them because transit can always be added/improved as an area develops. • Establish where the stable neighbourhoods are first before delineating where intensification should go along the corridors. The established areas should be clearly marked on a map and limit intensification. 	<ul style="list-style-type: none"> • Comment that all Regional Corridors should be delineated has been considered by staff. The proposed policy directions recommend evaluating the existing Regional Corridors and only retaining those that can achieve the intended Regional Corridor function, as described in ROP policy. As a subsequent step, generalized intensification areas along Regional Corridors are recommended to be identified/designated.
002-09 Municipality of Clarington	<p>Responding to Discussion Question #9:</p> <ul style="list-style-type: none"> • Only if the Region is willing to back-up their policies by servicing these areas. There is no point in assigning higher densities to unserved portions of Hwy. 2 where the Region will not provide services to the property lines. • Density can only happen if the Region expands transit services in addition to hard services. 	<ul style="list-style-type: none"> • Comment that Regional Corridors should only be delineated and assigned a higher density if Regional Services and Transit are provided is noted for staff consideration. • This comment was forwarded to DRT, which prepared the following response: • Agreed that transit service and density should grow in tandem. However, there are budget and operating resource constraints that must be taken into consideration.

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		<ul style="list-style-type: none"> Any additional transit service above that warranted by existing demand would have to be paid for through some sort of agreement with other parties (such as developers), or dedicated Council approved funding for a service initiative. This funding would need to continue until density and demand along the corridor can support the level of service provided. Further investigation would be required to better understand if Durham Region could work with developers to fund additional transit service levels.
002-10 Municipality of Clarington	Responding to Discussion Question #10: <ul style="list-style-type: none"> No. 	<ul style="list-style-type: none"> Response that Waterfront Places should not be specifically delineated in the ROP is noted. The proposed policy directions would see Waterfront Places continue to be symbolically designated in the ROP.
002-11 Municipality of Clarington	Responding to Discussion Question #11: <ul style="list-style-type: none"> Yes. 	<ul style="list-style-type: none"> Comment and response provided in Table 1 to Report #2020-P-27 on MTSA Proposed Policy Directions dated Dec. 1, 2020 (Comment #1).
002-12 Municipality of Clarington	Responding to Discussion Question #12: <ul style="list-style-type: none"> No. 	<ul style="list-style-type: none"> Comment and response provided in Table 1 to Report #2020-P-27 on MTSA Proposed Policy Directions dated Dec. 1, 2020 (Comment #9).

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Submission Number and Name	Description of Submission	Regional Staff Response
002-13 Municipality of Clarington	Responding to Discussion Question #13: <ul style="list-style-type: none"> No. 	<ul style="list-style-type: none"> Response that Clarington staff believe there are no further criteria that should be considered when evaluating Settlement Area Boundary Expansions is noted.
002-14 Municipality of Clarington	Responding to Discussion Question #14: <ul style="list-style-type: none"> Add a policy that conversion must be mixed-use instead of a straight swap from employment lands to residential. It has to have an employment component. 	<ul style="list-style-type: none"> Maintaining or improving total job yield has been included as an evaluation criteria for Employment Area conversion requests.
002-15 Municipality of Clarington	Responding to Discussion Question #15: <ul style="list-style-type: none"> Pre-servicing local services within Strategic Growth Areas. 	<ul style="list-style-type: none"> A policy direction has been included to prioritize the provision of Regional Services to Strategic Growth Areas. Local services are under the jurisdiction of the area municipality or other utility/service providers. This comment was forwarded to the Finance Department, which prepared the following response: The Region recently completed a study in co-operation with area municipal staff dealing with increasing the quantity of supply of market-ready employment lands in Durham. See Report #2020-COW-23 on Regional Pre-servicing of Designated Employment Areas for further details.
002-16 Municipality of Clarington	Responding to Discussion Question #17: <ul style="list-style-type: none"> Broadband infrastructure needs to be valued on par with other essential infrastructure such as roads. Broadband is a necessary infrastructure to effectively support rural economic development. 	<ul style="list-style-type: none"> Several policy directions are proposed which would implement the Region’s Broadband Strategy. This includes general policy direction to recognize the importance of Broadband infrastructure and to encourage the expansion of Broadband networks.

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Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> Implement the Region’s Broadband Strategy for rural and northern communities. This needs to be pushed by the Region. 	<p>More specific policy directions have been included that require new development to make provision for installation of broadband, where it is feasible.</p>
002-17 Municipality of Clarington	<p>Responding to Discussion Question #18:</p> <ul style="list-style-type: none"> Provide Development Charge rebates for these areas where Regional services already exist. Let greenfield development pay the full cost for the services they require. Make the Regional Revitalization Program applicable to smaller scale projects in these areas. 	<ul style="list-style-type: none"> This comment was forwarded to the Finance Department, which prepared the following response: Noted by staff and will be considered in next Development Charges Background Study review. The Region does provide a development charge credit for the redevelopment or demolition of an existing structure where services already exist. The Region’s Regional Revitalization Program is open to smaller scale projects and was established in 2008 with key elements and application requirements in approved guidelines, consistent with Regional priorities.
002-18 Municipality of Clarington	<p>Responding to Discussion Question #19:</p> <ul style="list-style-type: none"> No. They should form part of a complete community in other parts of the Municipality. These uses should be close to where people live since they serve local residents more than employees. This may mean higher land or lease costs, but this will also allow the services they offer to be more accessible. Ideally, this will lead to partnerships between old and new congregations sharing spaces in heritage buildings that are under-utilized. 	<ul style="list-style-type: none"> Recommendation that Places of Worship not be permitted in Employment Areas and should instead located within areas close to local residents was considered by staff. To provide increased flexibility to area municipalities and in accordance with provincial policy, proposed policy directions would direct sensitive land uses (including Places of Worship) outside of Employment Areas but remove the existing explicit prohibition on Places of Worship within Employment Areas. Consideration of such uses would be permitted where land use

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		<p>compatibility can be maintained and where it can be demonstrated such a use would not compromise the intended function of the Employment Area.</p>
<p>002-19 Municipality of Clarington</p>	<p>Responding to Discussion Question #20:</p> <ul style="list-style-type: none"> The region should consider the impacts of developers proposing much higher densities than the minimums in the centres and corridors and what that means in terms of impacts to municipal services (sewer, water) and infrastructure such as roads, transit, hospitals, etc. 	<ul style="list-style-type: none"> The current state of Regional Centres was reported in the Urban System Discussion Paper. Regional Centres are currently well below their planned densities. The further potential for these areas to develop and intensify over the long term will be considered as part of the Growth Management Study. Impacts on Regional Services (water, sanitary, transportation and transit) will be evaluated.
<p>003-01 Township of Scugog</p>	<ul style="list-style-type: none"> The Township is undertaking a Secondary Plan for the Port Perry Employment Area. The Port Perry Employment Area offers significant opportunities to accommodate new employment uses and/or the redevelopment of existing uses (62 per cent vacant, 16 per cent underutilized) and contribute towards achieving the Region’s employment forecast. Full municipal services are critical for the Port Perry Employment Area achieving its true potential. Must work towards providing full municipal services in strategic areas such as Port Perry Employment Area. 	<ul style="list-style-type: none"> Staff notes comments from Township staff on the suitability and availability of the Port Perry Employment Area to accommodate employment growth. This comment was forwarded to the Works and Finance Departments, which prepared the following responses: The Region recently completed a study in co-operation with area municipal staff dealing with increasing the quantity of supply of market-ready employment lands in Durham. See Report #2020-COW-23 on Regional Pre-servicing of Designated Employment Areas for further details. The Port Perry Employment Area is part of this study.

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Submission Number and Name	Description of Submission	Regional Staff Response
003-02 Township of Scugog	<ul style="list-style-type: none"> Outstanding Scugog official plan deferral which is related to the Port Perry Urban Area Boundary (D5-1) must be taken into consideration as part of the Land Needs Assessment. 	<ul style="list-style-type: none"> Staff notes the request to resolve Deferral 5-1 to the Scugog official plan. A private submission has also been received requesting the deferral be resolved. The request to consider these lands for urban development will be considered in the context of the Land Needs Assessment outcomes and any required Settlement Area Boundary Expansions.
003-03 Township of Scugog	<ul style="list-style-type: none"> There are outstanding Scugog official plan deferrals related to the Hamlet boundaries of Blackstock and Caesarea that should be taken into consideration as part of the Land Needs Assessment and the review of potential policy amendments for Hamlet areas. 	<ul style="list-style-type: none"> The request to resolve the Scugog official plan deferrals related to the Hamlet boundaries of Blackstock and Caesarea are considered by staff as part of the proposed policy directions regarding Settlement Area Boundary Expansion. In accordance with provincial policy, Settlement Area Boundary Expansion requests and outstanding deferrals that propose the minor rounding out/expansion to hamlet boundaries located within the Greenbelt Plan Area cannot be considered.
003-04 Township of Scugog	<p>Responding to Discussion Question #19:</p> <ul style="list-style-type: none"> Places of worship should not be permitted in Employment Areas and are better located within Living Areas. 	<ul style="list-style-type: none"> The recommendation that Places of Worship not be permitted within Employment Areas but are better suited to Living Areas was considered by staff. To provide increased flexibility to area municipalities and in accordance with provincial policy, proposed policy directions would direct sensitive land uses (including Places of Worship) outside of Employment Areas but remove the existing explicit prohibition on Places of Worship

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Submission Number and Name	Description of Submission	Regional Staff Response
		<p>within Employment Areas. Consideration of such uses would be permitted where land use compatibility can be maintained and where it can be demonstrated such a use would not compromise the intended function of the Employment Area.</p>
<p>004-01 Town of Ajax</p>	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> • Overall, the Urban System is moving towards achieving distinct urban areas. There are improvements that could help achieve healthy and complete communities that are transit supportive. • Support a more generalized approach to delineating Regional Centre boundaries so that area municipalities have flexibility to make minor adjustments without requiring a ROP Amendment. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions for updated Goals for the Urban System. • Regional staff's interpretation of the Growth Plan is that policy 5.2.5.3 requires the Region to delineate Major Transit Station Areas, Urban Growth Centres and other Strategic Growth Areas in the ROP. The Region intends to adopt local delineations where they exist. • Proposed policy directions for Strategic Growth Areas includes flexibility for minor adjustments to delineated boundaries without the need for a Regional official plan Amendment.
<p>004-02 Town of Ajax</p>	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> • Creating communities that are resilient to Climate Change is important in creating healthy and liveable urban areas. • The goals of the Urban System should include designing and developing Urban Areas to be resilient to climate change. 	<ul style="list-style-type: none"> • Comments were considered by staff and reflected in the proposed Goals for the Urban System, which include climate change adaptation and mitigation. • Sustainability and building resiliency to climate change in Durham's communities is a fundamental consideration for the new ROP. This is reflected in proposed policy directions presented for consultation that focus on climate resilient development, protecting the natural environment and agriculture, and supporting transit and active transportation, among others.

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Submission Number and Name	Description of Submission	Regional Staff Response
004-03 Town of Ajax	<p>Responding to Discussion Question #3:</p> <ul style="list-style-type: none"> • The Region should be taking a greater role by not only promoting programs but also seeking funding from Federal and/or Provincial Ministries and actively looking for opportunities to provide housing to support seniors and other special needs groups. • Policy 4.3.6 should be updated to not only “promote” but also “seek” funding to “provide” housing to support seniors. • Include high-level policy that recognizes and encourages housing types that are conducive to seniors. Include policy support for locating these unit types in Strategic Growth Areas, near support services such as community centres, public transit, commercial centres, and medical facilities. • ROP section 4 should encourage municipalities to factor age-friendly considerations when reviewing development applications. • The ROP should also encourage the Region to work with local municipalities to create age-friendly design guidelines for the development review process. 	<ul style="list-style-type: none"> • This comment was forwarded to Housing Services, which prepared the following response: At Home in Durham, the Durham Housing Plan 2014-2024 commits to improved access to safe and secure housing that supports the needs of a diverse community. Allocation of federal and provincial funding is determined in relation to the local needs identified in At Home in Durham. • The Region monitors compliance of development sector partners to ensure that all new affordable housing developed in Durham incorporates barrier-free, universal and/or flex design features in both common areas and living units. • Comments were also considered by Planning staff as part of the proposed policy directions for age-friendly planning. The proposed policies include age-friendly considerations as part of the ROP’s housing, transportation, and urban design/public realm sections. • Transportation Demand Management (TDM) policy directions, beyond those focused on Smart Commute in the current ROP, are proposed. This includes age-friendly aspects supporting active transportation and its connection to transit for all ages. • A TDM Development Guideline to articulate and implement the TDM policy directions is planned to be developed in 2021, in consultation with the area municipalities as part of Envision Durham.

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Submission Number and Name	Description of Submission	Regional Staff Response
		<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding special needs housing.
004-04 Town of Ajax	<p>Responding to Discussion Question #4:</p> <ul style="list-style-type: none"> The Region should be encouraging the development of innovation hubs throughout the Region, in conjunction with existing post-secondary institutions and emerging markets (i.e. artificial intelligence or autonomous vehicles) and existing Regional strengths (i.e. agricultural, advanced manufacturing and energy sectors) The ROP should consider individual employment density target for each local municipality, with the ability for local municipalities to further refine such densities in local official plans. The ROP should require a five-year supply of serviced land at all times to meet market needs for population and employment growth within Major Transit Station Areas. 	<ul style="list-style-type: none"> A proposed policy direction that encourages innovation hubs has been included in the proposed policy directions for the Prosperous Economy chapter of the ROP. Proposed policy directions include the development of a Regional Employment Density, as required by the Growth Plan. Initial policy directions for Strategic Growth Areas, including Major Transit Station Areas, includes prioritizing the provision of municipal services to these areas. Comment and response also provided in Table 1 to Report #2020-P-27 on MTSA Proposed Policy Directions dated Dec. 1, 2020 (Comment #13).
004-05 Town of Ajax	<p>Responding to Discussion Question #5:</p> <ul style="list-style-type: none"> Include a high-level policy that recognizes and encourages emerging employment trends such as “no fixed place of work” and “working from home”. 	<ul style="list-style-type: none"> Comment was considered by staff as part of the proposed policy directions regarding Employment Areas.
004-06 Town of Ajax	<p>Responding to Discussion Question #6:</p> <ul style="list-style-type: none"> Policy should be incorporated that promote intensification of employment areas that have existing uses. Minimum employment densities may also be beneficial to encourage more intensified employment development. 	<ul style="list-style-type: none"> These comments have been considered by staff and are reflected in the proposed policy directions related to intensifying/establishing minimum density targets for Employment Areas.

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Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> • Low employment generating uses, such as public storage facilities, should be further examined. These types of uses should not be permitted along Arterial Roads, where employment uses would benefit from direct access to transit, and maximum size limitations. 	<ul style="list-style-type: none"> • Proposed policy directions would see low employment generating uses not permitted within Strategic Growth Areas, where intensification and transit investments are to be focused.
004-07 Town of Ajax	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> • It may be beneficial to use a combination of gross and net densities in the ROP. • Gross densities are more appropriate in greenfield areas. • Net density may be more appropriate for Strategic Growth Areas, such as corridors, where there is no clear way of measuring and monitoring a gross density across the entire Centre/Corridor. A net density requirement will be easier to apply and measure and to move toward transit supportive densities in these areas. 	<ul style="list-style-type: none"> • Comments have been considered by staff. The proposed policy directions recommend measuring density within Designated Greenfield Areas after certain features have been netted out, and gross density (people and jobs per hectare) within Urban Growth Centres, MTSAs, Regional Centres, Regional Corridors, and Waterfront Places. An updated approach to the application of Floor Space Index as a density metric is also proposed.
004-08 Town of Ajax	<p>Responding to Discussion Question #8:</p> <ul style="list-style-type: none"> • Agree with delineating corridors in the ROP that have significant intensification potential that are also higher order transit networks. • It may be appropriate to focus on priority corridors that have higher order rapid transit (i.e. Kingston Road) and have area municipalities designate corridors in local official plans. • If Corridors are to continue to be designated in the ROP, it is recommended that Rossland Road be delineated as a Regional Corridor through Ajax, and that the south side of Taunton Road continue to be recognized as a Regional Corridor. Consider a notwithstanding clause to density requirements for existing low-density residential areas. 	<ul style="list-style-type: none"> • Comments from Ajax staff have been considered. • The proposed policy directions recommend elevating the designation and status of the Hwy. 2 and Simcoe Street Regional Corridors as a Strategic Growth Area. All other existing Regional Corridors are recommended to be evaluated and only retaining those that can achieve the intended Regional Corridor function, as described in ROP policy. As a subsequent step, generalized intensification areas along Regional Corridors are recommended to be identified/designated.

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Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> An alternative approach for Regional Corridors would be to introduce “intensification corridors” with different targets for segments of the intensification corridor in each area municipality. 	
004-09 Town of Ajax	<p>Responding to Discussion Question #9:</p> <ul style="list-style-type: none"> Town staff believe delineating and increasing densities along corridors that are priority areas for the highest level of transit service is a logical approach. As Kingston Road continues to move towards a comprehensive Bus Rapid Transit system, it is appropriate that the ROP plan for higher densities that align more closely with other Major Transit Station Area policies of the Growth Plan, 2019. A review of all minimum density targets contained in the ROP is required. Centres that are experiencing higher growth that are located along higher order transit routes should be assigned higher densities. This may result in a third density classification to the Regional Centres policy framework. 	<ul style="list-style-type: none"> The proposed policy directions recommend elevating the designation and status of the Hwy. 2 and Simcoe Street Regional Corridors as “Rapid Transit Spine Intensification Corridor”.
004-10 Town of Ajax	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> Question the need for a Waterfront Place designation in the ROP. Waterfront Areas are a continuous system that traverse the urban, rural, and greenlands systems. Regional policy objectives can be achieved by designating lands for their intended purpose (natural heritage, living areas). 	<ul style="list-style-type: none"> Response from Ajax staff question the need for a Waterfront Place designation in the ROP was considered by Regional staff during the formulation of proposed directions. The proposed policy directions would see Waterfront Places continue to be symbolically designated.

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Submission Number and Name	Description of Submission	Regional Staff Response
004-11 Town of Ajax	<p>Responding to Discussion Question #11:</p> <ul style="list-style-type: none"> • Agree with the proposed approach as presented in the discussion paper. • Although Kingston Road is not currently identified as a priority transit corridor in the Growth Plan, 2019, it will likely become a future priority corridor with Bus Rapid Transit. • The ROP should take a proactive approach when outlining densities along higher order transit routes (i.e. Kingston Road) to support a future BRT along the Corridor. 	<ul style="list-style-type: none"> • Comment and response provided in Table 1 to Report #2020-P-27 on MTSA Proposed Policy Directions dated Dec. 1, 2020 (Comment #2). • Regional staff will consider the appropriateness of the density target for the Kingston Road Corridor.
004-12 Town of Ajax	<p>Responding to Discussion Question #12:</p> <ul style="list-style-type: none"> • Town staff have and will continue to work closely with Regional staff on the delineation of the Ajax Major Transit Station Area. 	<ul style="list-style-type: none"> • Comment and response provided in Table 1 to Report #2020-P-27 on MTSA Proposed Policy Directions dated Dec. 1, 2020 (Comment #8).
004-13 Town of Ajax	<p>Responding to Discussion Question #13:</p> <ul style="list-style-type: none"> • An Agricultural Impact Assessment (AIA) should be completed if Settlement Boundary Expansion is proposed to be located on prime agricultural land. The AIA should be used in the evaluation and prioritization of locations of proposed Settlement Boundary Expansions. • Settlement Boundary Expansion locations should be prioritized based on the overall costs associated with providing infrastructure and public service facilities. • A study should be added that requires expansions to consider the assimilative capacity of receiving water bodies due to increases in effluent from various sources including storm drainage and sewage treatment plants. 	<ul style="list-style-type: none"> • Comments are noted by staff. The Growth Plan currently includes as part of its criteria for Settlement Area Boundary Expansion the consideration of impacts on prime agricultural areas and the agri-food network. • The Growth Plan also requires consideration of servicing and infrastructure provision and storm water management associated with Settlement Area Boundary Expansion. • Proposed directions recommend enhanced criteria related to minimizing the need to expand or extend infrastructure.

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Submission Number and Name	Description of Submission	Regional Staff Response
004-14 Town of Ajax	<p>Responding to Discussion Question #14:</p> <ul style="list-style-type: none"> • Prohibition of conversion requests to employment lands adjacent to 400 series highways and other goods movement infrastructure. • Protection of large parcels designated for employment uses by establishing a size threshold that can be considered in a conversion. • Situations where lands requested for conversion are entirely surrounded by existing employment lands should not be supported. 	<ul style="list-style-type: none"> • The recommended Employment Area conversion criteria identified by Ajax staff has been considered and is reflected in the criteria being used to evaluate conversion request submissions, which includes consideration for proximity to goods movement, parcel size, and location of the subject lands in relation to the broader Employment Area.
004-15 Town of Ajax	<p>Responding to Discussion Question #15:</p> <ul style="list-style-type: none"> • More work is required to assist development in Strategic Growth Areas (SGAs). • There must be adequate servicing to SGAs to facilitate growth. • Policy 5.2.3 should be updated to give priority to servicing SGAs. • An update on how the Region is addressing Committee of the Whole direction to address servicing constraints is requested. • The Region needs to explore additional strategies and/or solutions to service SGAs, such as completing master servicing plans and studies to examine development potential in SGAs more closely. Studies should be completed to identify opportunities and constraints on a site-specific basis. • More certainty for the development community is required to encourage growth in SGAs. 	<ul style="list-style-type: none"> • The Region will be providing an update on development potential of Strategic Growth Areas as part of the Intensification Analysis and Land Needs Assessment. An update on servicing implications will be provided at that time (at the conclusion of Phase One of the Growth Management Study). • Proposed policy directions reflect new policies that would prioritize the provision of municipal services to Strategic Growth Areas.

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004-16 Town of Ajax	<p>Responding to Discussion Question #17:</p> <ul style="list-style-type: none"> The Region should include high level policy that would encourage the construction of broadband infrastructure in all new developments. It may be more appropriate to remain more general in terminology, recognizing that technology changes frequently. 	<ul style="list-style-type: none"> Several policy directions are proposed which would implement the Region’s Broadband Strategy. This includes general policy direction to recognize the importance of Broadband infrastructure and to encourage the expansion of Broadband networks. More specific policy directions have been included that require new development to make provision for the installation of broadband, where it is feasible.
004-17 Town of Ajax	<p>Responding to Discussion Question #18:</p> <ul style="list-style-type: none"> Signalized intersection spacing in the ROP in SGAs should be reviewed to ensure the roads are designed to be supportive of safe road crossings for pedestrians of all ages. The ROP should include a policy to regularly update the Arterial Corridor Guidelines. Updates are required to review how arterial roads are designed in SGAs, including requirements for protected bicycle lanes, increased tree plantings and soil volume, and the coordination of street furniture. The ROP should be updated to include the planting of street trees along Regional roads, including SGAs. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions for climate resilient development, which encourages the planting of native species of trees along the Region’s roadways. The Region intends to update its Arterial Corridor Guidelines, but will also review arterial road criteria as part of the arterial Right-of-Way map schedule and policy updates as part of Envision Durham. This will bring the criteria in line with a complete streets approach, as recommended through the Durham TMP.
004-18 Town of Ajax	<p>Responding to Discussion Question #19:</p> <ul style="list-style-type: none"> It is staff’s position that Places of Worship should continue to not be permitted in Employment Areas. 	<ul style="list-style-type: none"> The position of Ajax staff that Places of Worship not be permitted within Employment Areas was considered. To provide increased flexibility for area municipalities and in accordance with provincial policy, proposed policy directions would direct sensitive land uses (including Places of Worship) outside of Employment Areas but remove the existing explicit prohibition on Places of Worship

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Submission Number and Name	Description of Submission	Regional Staff Response
		within Employment Areas. Consideration of such uses would be permitted where land use compatibility can be maintained and where it can be demonstrated such a use would not compromise the intended function of the Employment Area.
004-19 Town of Ajax	<p>Responding to Discussion Question #20:</p> <ul style="list-style-type: none"> • The protection of heritage resources, and the relationship that intensification and major infrastructure improvements may have on those heritage resources. Example of intensification/infrastructure impacts on Pickering Village is cited. 	<ul style="list-style-type: none"> • Heritage significance is being incorporated into the Region’s evaluation of intensification potential. It is recognized that buildings/properties with cultural heritage value may have limited intensification potential.
005-01 City of Pickering, Council Resolution	<ul style="list-style-type: none"> • All serviceable lands with access to water and sewer within its current and potential urban/living boundaries be considered as Living Area. <ol style="list-style-type: none"> 1. All lands within the City of Pickering meet the following criteria: <ul style="list-style-type: none"> • Lands not restricted by availability of servicing • Lands that do not compromise a Speciality Crop Area • Lands that are not within a Natural Heritage system • Lands not located in the Moraine Natural Core and Linkage Area • Land experiencing growth pressures and or with locations in the while belt that are appropriate for growth and can achieve a healthy, connected, thriving and complete community • Lands that have existing or planned infrastructure to support and accommodate growth 	<ul style="list-style-type: none"> • The request from the Council of the City of Pickering will be considered in the context of the Land Needs Assessment outcomes and any required Settlement Area Boundary Expansions.

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005-02 City of Pickering, Council Resolution	<ul style="list-style-type: none"> Request that the Region consider an alternate intensification rate of 45 per cent. 	<ul style="list-style-type: none"> Regional Council through its comments on proposed amendments to the Growth Plan has already made a request to the Ministry of Municipal Affairs and Housing that an intensification rate of 45 per cent be applied to the Region of Durham. As part of the Land Needs Assessment, an empirical determination will be made as to whether or not the Region can achieve the Growth Plan mandated intensification target of 50 per cent, or if the Region must request an alternative target.
006-01 City of Oshawa	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> The Urban System is partially achieving the ROP vision of creating distinct Urban Areas, balancing population and employment growth, and achieving healthy and complete communities. Policies should be updated to reflect current conditions (addressing the growing demand for affordable housing), what constitutes a “healthy and complete community”, including matters such as urban design and built form and climate change resiliency. More emphasis is needed on the importance of achieving a greater balance between population and employment growth. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions for updated Goals for the Urban System. The proposed Goals incorporate affordable housing, urban design, climate change, and balancing population and employment growth. Comments were considered by staff as part of the proposed policy directions regarding affordable housing. Proposed policy directions presented for consultation include support for climate resilient development (e.g. sustainable urban design, energy efficiency and retrofits and green infrastructure).
006-02 City of Oshawa	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> A goal and strategies should be added related to providing a full range and mix of housing, including affordable, to accommodate a range of incomes and household size. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions for updated Goals for the Urban System. The proposed Goals include supporting a full range of housing options, active transportation and transit, prioritizing

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Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> • Strategies to permit units in accessory buildings, opportunities for gentle density, and the promotion of the “missing middle” forms of residential development. • A goal and strategies related to encouraging and supporting all forms of transportation with an emphasis on active transportation and public transit for utilitarian trip making. • A goal and strategies related to promoting economic and employment opportunities. • A goal and strategies related to prioritizing intensification and higher densities in Strategic Growth Areas. • A goal and strategies to emphasize the importance of creating a public realm. • Goals to reflect current conditions, such as climate resiliency. 	<p>intensification in Strategic Growth Areas, urban design, and climate change resiliency.</p> <ul style="list-style-type: none"> • An updated goal for the Prosperous Economy chapter of the Regional official plan is proposed related to maximizing the economic opportunities in the region. • Sustainability and building resiliency to climate change in our communities is a fundamental consideration for the new ROP. This is reflected in proposed policy directions presented for consultation that focus on climate resilient development, protecting the natural environment and agriculture, and supporting transit and active transportation, among others. • Comments were considered by staff as part of the proposed policy directions regarding housing options.
006-03 City of Oshawa	<p>Responding to Discussion Question #3:</p> <ul style="list-style-type: none"> • Encouraging, in the appropriate locations, the provision of housing that will allow for residents to age in place. • Promoting a transportation system that provides mobility and accessibility to all users. • Policy to support financial incentives for seniors’ housing, such as Development Charge exemptions. • Universal design principles and flexible housing design to create safer, barrier-free and inclusive environments. • Clustering of older adult vital services on established transit routes in accessible locations. • Proximity of seniors’ housing to the commercial core. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions for age-friendly planning. The proposed policies include consideration for housing, transportation, and urban design, including the use of universal accessibility design principles within the public realm. • Comments were also considered by staff as part of the proposed policy directions for complete and accessible communities that are located near community hubs.

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Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> • Protecting rental housing from condominium conversion. • Flexibility for new modes of transportation in low-density areas. • Establishing healthy, complete and accessible communities that are in proximity to amenities, support services and transit. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding special needs housing and condominium conversion. • A TDM Development Guideline to articulate and implement the TDM policy directions is planned to be developed in 2021, in consultation with the area municipalities as part of Envision Durham.
006-04 City of Oshawa	<p>Responding to Discussion Question #4:</p> <ul style="list-style-type: none"> • Providing financial incentives for the development of employment lands and innovation hubs. • Prioritizing the servicing of employment lands. • Encouraging municipalities to pre-zone employment lands. • Encouraging the development of live/work units in appropriate locations. • Undertaking the necessary Environmental Assessments for roads and other services in or around employment lands. • Protecting Employment Areas near major transportation facilities and corridors for uses which require such locations. • Encouraging educational institutes to collaborate with industry to ensure innovation and adequate training for the implementation of new industries. 	<ul style="list-style-type: none"> • This comment was forwarded to the Works Department, which noted that this matter was addressed in the September 2020 report #2020-COW-23 on Regional Pre-servicing of Designated Employment Areas. However, many of the road EAs required are for area municipal roads which need to be undertaken by the AMs. • This comment was also forwarded to the Finance Department, which prepared the following response: • The Region recently completed a study in co-operation with area municipal staff dealing with increasing the quantity of supply of market-ready employment lands in Durham. See Report #2020-COW-23 on Regional Pre-servicing of Designated Employment Areas for further details. • This includes Oshawa Northwood A (Thornton Road north of Conlin Road), Northwood B (Stevenson Road from Taunton Road to Conlin Road) and MTO Lands along Winchester Road. • Additional incentives to develop employment lands may provided through a Regional Community Improvement Plan. Consideration of a Regional

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		<p>Community Improvement Plan is occurring as a separate initiative concurrent with project outside of the MCR.</p> <ul style="list-style-type: none"> • Comment regarding pre-zoning and live/work opportunities noted for staff consideration. • The protection of employment lands in proximity to major transportation facilities is reflect in the employment area conversion criteria and will be applied to requests for conversion. • Proposed directions under for the Prosperous Economy chapter for the ROP include policy related to collaboration and training between industry and educational institutions to create and maintain a highly skilled workforce.
006-05 City of Oshawa	<p>Responding to Discussion Question #5:</p> <ul style="list-style-type: none"> • Encouraging more options for live/work units. • Supporting actions related to improving broadband connectivity throughout the Region. • Encouraging co-working spaces in Strategic Growth Areas. 	<ul style="list-style-type: none"> • Comments regarding live/work opportunities, improving broadband connectivity, and co-working spaces in SGAs were consideration by staff and are reflected in the proposed directions.
006-06 City of Oshawa	<p>Responding to Discussion Question #6:</p> <ul style="list-style-type: none"> • Giving priority to the servicing of vacant and underutilized Employment Areas. • Providing financial incentives for development in Employment Areas. • Carefully assessing proposals to convert Employment Area lands. • Further guidance is required within MTSAs where the lands are designated as Provincially Significant Employment Zones, yet 	<ul style="list-style-type: none"> • This comment was forwarded to the Works Department, which noted that this matter was addressed in the September 2020 report #2020-COW-23 on Regional Pre-servicing of Designated Employment Areas. • This comment was also forwarded to the Finance Department, which prepared the following response: • The Region recently completed a study in co-operation with area municipal staff dealing with

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	<p>also required to achieve a density target of 150 residents and jobs per gross hectare.</p>	<p>increasing the quantity of supply of market-ready employment lands in Durham. See Report #2020-COW-23 on Regional Pre-servicing of Designated Employment Areas for further details. Consideration of a Regional Community Improvement Plan is occurring as a separate initiative concurrent with project outside of the MCR.</p> <ul style="list-style-type: none"> • A systematic process has been developed to assess employment area conversions through the use of Council approved evaluation criteria. • Regional staff acknowledge that an alternative density target may be required for any MTSAs wholly within an Employment Area and that is not suitable for residential intensification.
<p>006-07 City of Oshawa</p>	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> • The density target of 75 residential units per gross hectare in Regional Centres and 60 residential units per gross hectare along Regional Corridors is appropriate but should be converted to a net density equivalent. • The Waterfront Places density target of 60 units per gross hectare should be converted to a net density and also be updated to allow for greater flexibility for area municipal implementation. • The minimum floor space index requirements should be removed, as they are difficult to implement and achieve, even when the associated minimum density target has been met. Emphasis instead should be placed on achieving (net) density targets. 	<ul style="list-style-type: none"> • Comments have been considered by staff. The policy directions recommend measuring density within Designated Greenfield Areas after certain features have been netted out, and gross density (people and jobs per hectare) within Urban Growth Centres, MTSAs, Regional Centres, Regional Corridors, and Waterfront Places. An updated approach to the application of Floor Space Index as a density metric is also proposed.

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Submission Number and Name	Description of Submission	Regional Staff Response
006-08 City of Oshawa	<p>Responding to Discussion Question #8:</p> <ul style="list-style-type: none"> • Recommend a text-based delineation rather than a mapping-based delineation for Regional Corridors. • Text can describe the appropriate depth that takes into account locational criteria, land use barriers, and lotting fabric. • Develop criteria on how deep a corridor should extend along abutting areas (i.e. one property deep or two or three deep). • Clarify if entire properties abutting corridors are included within the corridor designation, or just the portion nearest to the road. 	<ul style="list-style-type: none"> • Comments have been considered by staff. • Regional staff's interpretation of the Growth Plan is that policy 5.2.5.3 requires the Region to delineate Major Transit Station Areas, Urban Growth Centres and other Strategic Growth Areas) on an appropriate schedule in the ROP. • The proposed policy directions recommend elevating the designation and status of the Hwy. 2 and Simcoe Street Regional Corridors as a Strategic Growth Area. All other existing Regional Corridors are recommended to be evaluated and only retaining those that can achieve the intended Regional Corridor function, as described in ROP policy. As a subsequent step, generalized intensification areas along Regional Corridors are recommended to be identified/designated.
006-09 City of Oshawa	<p>Responding to Discussion Question #9:</p> <ul style="list-style-type: none"> • The Region should delineate Highway 2 and Simcoe Street in the ROP as priority areas for the highest level of transit service. • The delineation should recognize the heritage areas (Simcoe Street North between Hospital Court and Rossland Road and on Highway 2 between Ritson Road and Wilson Road). These areas should be preserved and maintained, with opportunities for limited intensification. • The Region should consult with area municipal staff on the final methodology and delineation of Highway 2 and Simcoe Street Corridors. • The current density target of 60 units per gross hectare is appropriate for Regional Corridors. 	<ul style="list-style-type: none"> • The proposed policy directions recommend elevating the designation and status of the Hwy. 2 and Simcoe Street Regional Corridors as a Strategic Growth Area. • The Region will further consider an appropriate density and delineation approach.

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Submission Number and Name	Description of Submission	Regional Staff Response
006-10 City of Oshawa	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> ● Oshawa staff view the Waterfront Place Designation as a type of Special Development Area, whose future development is best suited to a local municipal policy approach. ● Waterfront Places should not fall under the umbrella of Strategic Growth Areas and instead should remain as symbolically designated at the Regional level. ● Staff would like continued flexibility to implement Waterfront Places policies, as opposed to delineating specific boundaries in the ROP. 	<ul style="list-style-type: none"> ● Response that prefers continued flexibility to implement Waterfront Place policies at the area municipal level, as opposed to being delineated as Strategic Growth Areas, is reflected in the proposed policy directions.
006-11 City of Oshawa	<p>Responding to Discussion Question #11:</p> <ul style="list-style-type: none"> ● The proposed approach for delineating existing and proposed Major Transit Station Areas (MTSAs) is appropriate. ● The proposed approach for assigning density targets to both existing and proposed MTSAs is not appropriate. Further analysis is required to determine if employment areas within MTSAs should be protected, or alternatively, allowed to convert to permit residential uses. ● An alternative density target may be required for MTSAs that are located wholly within Provincially Significant Employment Areas. Further assessment should be conducted as part of the Region’s Land Needs Assessment. 	<ul style="list-style-type: none"> ● Comment and response provided in Table 1 to Report #2020-P-27 on MTSA Proposed Policy Directions dated Dec. 1, 2020 (Comment #3).
006-12 City of Oshawa	<p>Responding to Discussion Question #12:</p> <ul style="list-style-type: none"> ● Staff support the proposed draft Major Transit Station Area delineations. 	<ul style="list-style-type: none"> ● Comment and response provided in Table 1 to Report #2020-P-27 on MTSA Proposed Policy Directions dated Dec. 1, 2020 (Comment #10).

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Submission Number and Name	Description of Submission	Regional Staff Response
006-13 City of Oshawa	Responding to Discussion Question #13: <ul style="list-style-type: none"> • The criteria in the Growth Plan are sufficient for evaluating Settlement Boundary Expansions. • The Region, in consultation with area municipal staff, should consider a go-forward approach to assessing employment area conversions within Major Transit Station Areas that would then necessitate a settlement area boundary expansion. 	<ul style="list-style-type: none"> • The Region will consider the impacts of Employment Conversion Requests within Major Transit Station Areas and how such requests may impact the need for Settlement Area Boundary Expansion. The Region is not aware of any impacts at this time.
006-14 City of Oshawa	Responding to Discussion Question #14: <ul style="list-style-type: none"> • The criteria in the Growth Plan are sufficient for evaluating Employment Area Conversions. • A more refined level of consideration should be given to the type of land proposed to be converted. 	<ul style="list-style-type: none"> • Response indicates Oshawa staff believe the Growth Plan criteria for evaluating Employment Area Conversions is sufficient. • Proponents have been asked to complete a submission form and provide the necessary details, including proposed land uses and units/floor space, in order to allow for a thorough evaluation.
006-15 City of Oshawa	Responding to Discussion Question #15: <ul style="list-style-type: none"> • The Region has several funding programs available to help support intensification projects. • Staff recommend continuing to offer financial incentives to support development in Strategic Growth Areas. • Recommend prioritizing the servicing of industrial areas, specifically the Northwood Business Park in Oshawa and along the Highway 407 corridor in Oshawa. • A program of strategic land acquisition at the Regional level would be beneficial in key intensification and Employment Areas. 	<ul style="list-style-type: none"> • Response that the Region should continue to offer funding/incentive programs is noted. • This comment was forwarded to the Works and Finance Departments, which prepared the following responses: • The Region recently completed a study in co-operation with area municipal staff dealing with increasing the quantity of supply of market-ready employment lands in Durham. See Report #2020-COW-23 on Regional Pre-servicing of Designated Employment Areas for further details. The Northwood Business Park is included in the study.

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Submission Number and Name	Description of Submission	Regional Staff Response
006-16 City of Oshawa	<p>Responding to Discussion Question #17:</p> <ul style="list-style-type: none"> • The strategies outlined in “Connecting our Communities – A Broadband Strategy for Durham Region” should be included in future ROP policies. • This includes encouraging the co-location of broadband infrastructure with existing telecommunication facilities wherever possible, as well as implementing policies that support broadband infrastructure (conduit at a minimum) as part of new development. • A policy should be included related to working with businesses and local business organizations to create a business-friendly environment that incorporates state-of-the art communications facilities and networks, including broadband. 	<ul style="list-style-type: none"> • Several policy directions are proposed which would implement the Region’s Broadband Strategy. This includes general policy direction to recognize the importance of Broadband infrastructure and to encourage the expansion of Broadband networks. More specific policy directions have been included that require new development to make provision for installation broadband, where it is feasible, and to encourage co-location opportunities.
006-17 City of Oshawa	<p>Responding to Discussion Question #18:</p> <ul style="list-style-type: none"> • Promoting an appropriate mix of land uses in Urban Growth Centres and other downtown areas including through strategic land acquisition. • Encouraging and supporting housing options. • Providing financial incentives for housing developments. • Encouraging the further development and expansion of post-secondary facilities to be in downtown areas. • Integrating land use planning and transportation planning. • Ensuring vibrant, attractive, high-quality and well-connected public realm as a paramount design objective, with a primary focus on pedestrians. • Promoting economic and employment opportunities, including incubators and innovation hubs. • Supporting and enhancing the Region’s environmental, recreational, cultural and arts facilities/amenities. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions for downtowns and public realm/urban design. Proposed policies include provisions for a pedestrian-focused public realm that incorporates accessibility, high quality urban design, and well-connected transportation network. • Other comments have been noted for future review of Centres policies.

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Submission Number and Name	Description of Submission	Regional Staff Response
006-18 City of Oshawa	<p>Responding to Discussion Question #19:</p> <ul style="list-style-type: none"> • Places of worship should not be permitted in Employment Areas identified as a Provincially Significant Employment Zone. • Consideration should be given to permitting Places of Worship in Employment Zones that are not located in a Provincially Significant Employment Zone 	<ul style="list-style-type: none"> • The position of Oshawa staff is that Places of Worship not be permitted within Provincially Significant Employment Zones but could be considered in other Employment Areas was considered by staff. • To provide increased flexibility to area municipalities and in accordance with provincial policy, proposed policy directions would direct sensitive land uses (including Places of Worship) outside of Employment Areas, but remove the existing explicit prohibition on Places of Worship within Employment Areas. Consideration of such uses would be permitted where land use compatibility can be maintained and where it can be demonstrated such a use would not compromise the intended function of the Employment Area.
006-19 City of Oshawa	<p>Responding to Discussion Question #20:</p> <ul style="list-style-type: none"> • The effects of climate change on the built environment and approach to incorporating climate change resiliency in the built environment. • Separation of incompatible uses within the Urban System. • Protection of archeological significant artifacts within the Urban System. • The redevelopment of brownfield sites. • Transit Oriented Development. • Provision of infrastructure for electric vehicles. 	<ul style="list-style-type: none"> • Proposed policy directions include goals and more specific policies which would incorporate climate change adaptation and mitigation with the built environment/Urban System through policies on climate resilient development. • The proposed directions include updated policies related to land use compatibility and prioritizing the redevelopment of brownfield and greyfield sites, subject to fulfilling the requirements of the Region’s Site Screening Protocol. • The proposed policy includes key directions that enhance the public realm.

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Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> The design of arterial roads to function as “complete streets” and key public realm elements that are multi-functional in nature. 	<ul style="list-style-type: none"> TOD related policy directions for SGAs, which correspond to the Rapid Transit Network and components of the High Frequency Transit Network, are proposed and are planned to be supported through the development of a TOD Guideline. The Region intends to update its Arterial Corridor Guidelines, but will also review arterial road criteria as part of the arterial Right-of-Way map schedule and policy updates. This will bring the criteria in line with a complete streets approach, as recommended through the Durham TMP.
007-01 Oshawa Environmental Advisory Committee (OEAC)	<ul style="list-style-type: none"> It is recommended that infill and intensification be prioritized before greenfield development. If greenfield development occurs, it should prioritize the integration of energy efficiency, distributed energy, climate resiliency, walkability, and transit/active transportation accessibility. The ROP should prioritize the Regional tree canopy. 	<ul style="list-style-type: none"> The Growth Plan requires the Region to achieve a mandated intensification target and demonstrate the need for additional land before considering Settlement Area Boundary Expansion. The Regional Land Needs Assessment will determine the ability of existing areas to accommodate and prioritize intensification and whether or not any additional Urban Land is required. Proposed policy directions would require Settlement Area Boundary Expansions to address/incorporate climate change adaptation and mitigation, develop at densities conducive to renewable and alternative energy (low carbon) sources, and support transit and active transportation. Proposed policy directions presented for consultation confirm the region’s commitment to establishing complete communities that are

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		<p>walkable and transit supportive and introduce requirements for the consideration of alternative energy and energy efficiency.</p> <ul style="list-style-type: none"> Proposed policy directions presented for consultation recommend a regional tree canopy target be established through a Forest Management Plan, or similar study and support tree planting initiatives and stewardship to grow the canopy.
007-02 OEAC	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> The current system provides for somewhat complete communities in terms of offering live and work options in the southern portion of the Region, however the connections for active transportation are incomplete. The Region should implement its plans/direction on climate change adaptation and mitigation measures. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions for updated Goals for the Urban System. The proposed Goals incorporate climate change and transit/active transportation connectivity. Regional plans related to climate change adaptation and mitigation including, but not limited to, the Local Action Plan, Climate Adaptation Plan, Keeping Our Cool, and the Community Energy Plan were consulted in the development of relevant proposed policy directions presented for consultation. The Regional Cycling Plan Update has reviewed gaps in the Primary Cycling Network, and will be making recommendations to address those gaps for implementation.
007-03 OEAC	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> Additional goals to consider: <ul style="list-style-type: none"> Providing active transportation and transit linkages between urban areas. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions for updated Goals for the Urban System. The proposed Goals include transit and active transportation connectivity and climate change resiliency.

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	<ul style="list-style-type: none"> ○ Providing distinct protection of Lake Ontario waters and shorelines. ○ Providing stewardship and protection of watersheds as integrated systems. ○ Prepare for and manage the effects of climate change. 	<ul style="list-style-type: none"> ● Proposed policy directions presented for consultation include consideration for best practices in shoreline management, supporting and encouraging continued environmental stewardship, implementation of climate change adaptation and mitigation measures to build community resiliency. ● Several policy directions related to active transportation are proposed, which will help address a complete streets approach on arterial roads, particularly within SGAs. ● The Regional Cycling Plan Update has expanded the Primary Cycling Network to include Province-wide Cycling Network, which includes the Waterfront Trail and most of the Great Trail. It is also proposing ways to address gaps for multi-use paths on Regional roads that are part of the Primary Cycling Network.
007-04 OEAC	<p>Responding to Discussion Question #3:</p> <ul style="list-style-type: none"> ● Creating complete communities should be attractive to allow aging in place. This means ensuring housing is close to amenities and social networks and public transportation. 	<ul style="list-style-type: none"> ● Comments were considered by staff as part of the proposed policy directions for age-friendly planning. The proposed policy directions include considerations for a connected transportation network, and a mix of housing options located near amenities, services, and community hubs to allow for aging in place. ● Comments were considered by staff as part of the proposed policy directions regarding special needs housing.

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007-05 OEAC	Responding to Discussion Question #4: <ul style="list-style-type: none"> Educational institutions should be collaborating with green technology companies to ensure innovation and adequate training in preparation for the implementation of new types of industries. 	<ul style="list-style-type: none"> This comment was considered by staff during the development of policy directions. While not specific to any one industry, proposed directions for the Prosperous Economy chapter for the ROP include policies to support the collaboration and training by industry and educational institutions to create and maintain a highly skilled workforce. Proposed policy directions presented for consultation include supporting innovative ways to develop renewable and alternative energy projects through mechanisms like public-private partnerships and demonstration projects.
007-06 OEAC	Responding to Discussion Question #5: <ul style="list-style-type: none"> Compact, complete communities can reduce climate impacts, minimize habitat degradation and look to integrate natural features and functions within the urban fabric. 	<ul style="list-style-type: none"> Comment noted by staff.
007-07 OEAC	Responding to Discussion Question #6: <ul style="list-style-type: none"> Create an advertising campaign to Toronto-based businesses encouraging them to open satellite offices in Durham Region. Promote Educate Durham Region as an opportunity for investment. 	<ul style="list-style-type: none"> This comment has been provided to the Economic Development Division for consideration as part of their marketing and promotional activities for the Region of Durham. These activities are underway and are a core function of the Economic Development Division.
007-08 OEAC	Responding to Discussion Question #8: <ul style="list-style-type: none"> Yes. Ideally, intensification areas should be connected to the transit network to reduce environmental footprint. 	<ul style="list-style-type: none"> Response indicates OEAC members agree that Regional Corridors should be delineated if they have significant intensification potential and are also within the Higher Order Transit Network.

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007-09 OEAC	Responding to Discussion Question #9: <ul style="list-style-type: none"> • Yes. Increasing density along transit corridors promotes use of public transit. 	<ul style="list-style-type: none"> • Comment noted by staff. • The proposed policy directions recommend elevating the designation and status of the Hwy. 2 and Simcoe Street Regional Corridors as a Strategic Growth Area. • The Region will further consider an appropriate density and delineation approach.
007-10 OEAC	Responding to Discussion Question #10: <ul style="list-style-type: none"> • -If the implementation of Waterfront Places policies remain flexible, it would be fine to specifically designate them in the ROP. 	<ul style="list-style-type: none"> • Response indicates no opposition to specifically designating Waterfront Places in the ROP, as long as the policies remain flexible. The proposed policy directions would see Waterfront Places continue to be symbolically designated.
007-11 OEAC	Responding to Discussion Question #11: <ul style="list-style-type: none"> • The proposed approach seems appropriate. 	<ul style="list-style-type: none"> • Response indicates OEAC members agree with the proposed approach to delineating Major Transit Station Areas.
007-12 OEAC	Responding to Discussion #13: <ul style="list-style-type: none"> • The following criteria could be considered: <ul style="list-style-type: none"> ○ Impact to net environmental quality. ○ Determining future impact to available water resources. ○ Protecting any aspects that build environmental resilience in the face of climate change. ○ Ecosystem/natural environmental preservation. 	<ul style="list-style-type: none"> • Response has been considered by staff. Existing requirements contained in the Growth Plan and ROP require consideration of the impacts to the environment and water resources as part of any Settlement Area Boundary Expansion. • Additional proposed policy directions would require any approved Settlement Area Boundary Expansions to implement applicable Watershed Plan policies related to climate change mitigation and adaptation.

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007-13 OEAC	<p>Responding to Discussion Question #18:</p> <ul style="list-style-type: none"> • Apply A Place to Grow principles, create community hubs, integrating natural environment into the urban areas including strengthening connectivity between areas. • Provide funding grants to allow municipalities to undertake urban planning studies. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of proposed policy directions for downtowns. Policies include the incorporation of community hubs within downtowns, and the use of green infrastructure to integrate the natural environment within downtowns. Policy directions also support connectivity with surrounding natural areas.
007-14 OEAC	<p>Responding to Discussion Question #20:</p> <ul style="list-style-type: none"> • Develop a mandatory Green Standard to direct development in the Region to be more sustainable (Toronto Green Standard referenced as an example). 	<ul style="list-style-type: none"> • Comment noted by staff.
008-01 Town of Ajax (second submission)	<ul style="list-style-type: none"> • The Town does not support the Region requesting an intensification rate of 45 per cent. • An intensification rate of 50 per cent aligns with the Region’s observed trends and continue to advance and promote smart growth. • The Town encourages the Region to apply a higher intensification rate of 60 per cent by maintaining the Growth Plan, 2017 target between 2031 and 2041. 	<ul style="list-style-type: none"> • As noted in the proposed directions, an intensification analysis is being undertaken as part of the Land Needs Assessment which will further determine whether the Region can achieve the Growth Plan mandated intensification target of 50 per cent, or if another intensification target is appropriate.
008-02 Town of Ajax (second submission)	<ul style="list-style-type: none"> • The Region should encourage higher rates of intensification to support alternative forms of housing, such as apartments, secondary suites, and special needs housing and sizes that support an aging population near existing services and facilities. 	<ul style="list-style-type: none"> • Comments noted by staff for consideration. As noted in the proposed directions, an intensification analysis is being undertaken as part of the Land Needs Assessment which will further determine whether the Region can achieve the Growth Plan mandated intensification target of 50 per cent, or if another intensification target is appropriate. • Comments were considered by staff as part of the proposed policy directions regarding housing

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		options, secondary units and special needs housing.
008-03 Town of Ajax (second submission)	<ul style="list-style-type: none"> To support intensification the Region should prioritize servicing infrastructure projects in Strategic Growth Areas, such as Downtown Ajax, where housing forms that support an aging population can be located near existing community services and facilities. 	<ul style="list-style-type: none"> Comment noted. Proposed policy directions would prioritize servicing within Strategic Growth Areas.
008-04 Town of Ajax (second submission)	<ul style="list-style-type: none"> The Town encourages the Region to apply higher density targets in the designated greenfield areas. The Region should maintain the Growth Plan, 2017 target of 60 people and jobs in existing designated greenfield areas and 80 people and jobs in new designated greenfield areas to support and advance more frequent transit services and build complete communities 	<ul style="list-style-type: none"> As noted in the proposed directions, an assessment is being undertaken as part of the Land Needs Assessment which will further determine whether the Region can achieve the Growth Plan mandated designated greenfield targets, or if an alternative target is appropriate.
009-01 City of Pickering (Staff Report PLN 32-19)	<ul style="list-style-type: none"> Strengthen the existing urban system goal of creating healthy and complete, sustainable communities that balances population and employment growth, by considering stronger regional implementation policies, such as financial incentives (which could include Community Improvement Plans; deferral or reduction of development charges; and servicing of employment areas) for certain types and locations of job creating uses 	<ul style="list-style-type: none"> This comment was forwarded to the Works Department, which noted that this matter was addressed in the September 2020 report #2020-COW-23 on Regional Pre-servicing of Designated Employment Areas. This comment was also forwarded to the Finance Department, which prepared the following response: Recent changes to the Development Charges Act, 1997 under Bill 108 and Regulation 454/19 provides relief to many development types as follows:

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		<ul style="list-style-type: none"> • For rental housing and institutional developments, development charges are deferred to occupancy (as opposed to being paid at building permit issuance) and are paid in six equal installments over five years; • For non-profit housing developments, development charges are deferred to occupancy and are paid in twenty-one equal installments over twenty years; and • Development charge rates are frozen at site plan or zoning by-law amendment application for all development types. • The Region’s Regional Revitalization Program was established in 2008 with key elements and application requirements in approved guidelines, consistent with Regional priorities to strategically target investment in areas advancing goals of ROP, positive economic and community objectives that would not otherwise proceed.
010-02 City of Pickering	<ul style="list-style-type: none"> • To strengthen the existing urban system goal of encouraging a mix of housing by type, size and tenure, stronger implementation policies are required to incentivize the delivery of seniors, affordable, and/or accessible housing (which could include Community Improvement Plans; deferral or waiving of development charges). 	<ul style="list-style-type: none"> • Comment has been noted by staff. • Consideration of a Regional Community Improvement Plan is occurring as a separate initiative concurrent with project outside of the MCR. • Comments were considered by staff as part of the proposed policy directions regarding housing options and special needs housing.

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Submission Number and Name	Description of Submission	Regional Staff Response
010-03 City of Pickering	<ul style="list-style-type: none"> • Add a goal for the urban system, to create a “smart” connected community, with the inclusion of policies addressing existing and next generation information and communication technologies, and that implementation policies be added requiring the Region to provide for broadband infrastructure in all Regional Roads. 	<ul style="list-style-type: none"> • Comment was considered by staff during the formulation of policy directions to implement the Region’s Broadband Strategy.
010-04 City of Pickering	<ul style="list-style-type: none"> • The Region should adopt a “dig once” policy to ensure that a comprehensive network is advanced across the Region, and that the Region allow for the shared use of its conduit and assist local municipalities in the development of localized networks and the provision of broadband services to rural settlement areas. 	<ul style="list-style-type: none"> • Several policy directions are proposed which would implement the Region’s Broadband Strategy. This includes a policy direction for the Region to investigate the feasibility of a “dig once” standard.
010-05 City of Pickering	<ul style="list-style-type: none"> • The ROP should support the needs of an aging population by focusing on elements contained in the Age-Friendly Durham Strategy and Action Plan, including: <ul style="list-style-type: none"> ○ providing opportunities for affordable, assisted housing options and encouraging development that complements the concept of “aging in place”; ○ addressing accessibility needs and age-friendly design within the built environment; and ○ ensuring that active and passive recreational facilities, and community and health services are available for the aging population. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions for age-friendly planning, and to incorporate the Durham Age-Friendly Strategy and Action Plan where appropriate. • The proposed policies include age-friendly considerations as part of the ROP’s housing, transportation, and urban design/public realm sections to provide opportunities to age in place, while incorporating universal accessibility design principles. • Comments were considered by staff as part of the proposed policy directions regarding special needs housing.

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Submission Number and Name	Description of Submission	Regional Staff Response
010-06 City of Pickering	<ul style="list-style-type: none"> • The Region should consider the following to achieve its employment objectives: <ul style="list-style-type: none"> ○ pre-servicing employment lands, ensuring that they are shovel ready for potential development; ○ consider the implementation of Community Improvement Plans for employment generating uses/lands, which would include measures such as municipal grants, tax increment financing, development charges and building permit fee deferrals; ○ protecting employment lands from conversion to residential and commercial use; ○ ensuring that uses are not introduced in employment areas that may be considered sensitive land uses and which would undermine the ability of employment areas to diversify and expand in accordance with existing zoning permissions; ○ ensuring that lands adjacent to key goods movement corridors are protected for employment uses; ○ providing lands close to highway interchanges for land uses that involve the shipping or receiving of goods via long combination vehicles; and ○ continue promoting the development of an airport in Pickering. 	<ul style="list-style-type: none"> • The Region recently completed a study in co-operation with area municipal staff dealing with increasing the quantity of supply of market-ready employment lands in Durham. See Report #2020-COW-23 on Regional Pre-servicing of Designated Employment Areas for further details. • The policy directions propose enabling policy that would allow the Region to undertake additional pre-servicing exercises, should it be determined there is a deficiency of serviced, vacant, Employment Lands. • Consideration of a Regional Community Improvement Plan is occurring as a separate initiative concurrent with project outside of the MCR. • Comments were considered and are reflected in the Employment Area Conversion evaluation criteria. • Proposed policy directions would continue to prohibit, or direct, sensitive land uses away from Employment Areas, unless the provisions and criteria of the Growth Plan can be demonstrated, including demonstration that impacts on industrial, manufacturing and other uses vulnerable to encroachment will be mitigated. • Proposed directions as part of the Prosperous Economy chapter would see continued and enhance policies that promote the development of an airport in Pickering.

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Submission Number and Name	Description of Submission	Regional Staff Response
010-07 City of Pickering	<ul style="list-style-type: none"> • The Region can influence how and where people work by: <ul style="list-style-type: none"> ○ ensuring locally developed and available skilled labour/talent, by supporting and partnering with post-secondary institutions, centres of excellence, research institutes, and apprenticeship programs; ○ providing stronger policy direction recognizing centres and corridors as locations for significant employment; ○ assessing current and future trends in the micro and macro-economic contexts; ○ providing insight into business and industry needs for employment land, urban form and tenure; ○ developing and articulating the Region’s key differentiators and unique sales proposition; ○ targeting high growth sectors; and ○ developing a series of strategic economic development action plans along the following themes: sustainable economic development, entrepreneurship, innovation and the technology ecosystem; arts, culture and creative economy; international business development; urban growth centres; planning for diversity; and digital disruption on local commerce. 	<ul style="list-style-type: none"> • Policy directions proposed as part of the Prosperous Economy chapter support collaboration with educational institutes and the business community to create and maintain a highly skilled regional labour force. • Proposed policy directions include policy that directs Major Office to Strategic Growth Areas and Regional Corridors with existing or planned frequent transit. • Proposed policy directions as part of the Prosperous Economy chapter include the preparation and regular updating of a Regional Economic Development Strategy, a Regional Marketing Plan, and a Regional Tourism Development Plan. • The Growth Management Study consultant’s Growth Opportunities and Challenges Report (released with the Proposed Policy Directions) provides an assessment of the current economic context, including macro and micro economic and demographic trends. It also discusses Durham’s sector strengths and focus areas in order to achieve the Region’s long-term growth forecast.
010-08 City of Pickering	<ul style="list-style-type: none"> • To assist in achieving 50 percent of the jobs in designated Employment Areas, the Region should establish a program to upfront the cost of servicing vacant employment lands, and that a context sensitive analysis for any proposed Employment Area conversion be conducted, to ensure that job generating opportunities are not compromised or lost. 	<ul style="list-style-type: none"> • The Region recently completed a study in co-operation with area municipal staff dealing with increasing the quantity of supply of market-ready employment lands in Durham. See Report #2020-COW-23 on Regional Pre-servicing of Designated Employment Areas for further details.

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Submission Number and Name	Description of Submission	Regional Staff Response
010-09 City of Pickering	<ul style="list-style-type: none"> the Region have regard for Pickering Council’s comments on proposed Amendment 1 to the Growth Plan to revise the Province’s proposed Provincially Significant Employment Zones, by among other matters, excluding the Durham Live lands 	<ul style="list-style-type: none"> The Province has refined their Provincially Significant Employment Zone mapping to exclude Durham Live.
010-010 City of Pickering	<ul style="list-style-type: none"> The measure of density at a Regional level should be undertaken on a modified gross basis (excluding the area of natural heritage lands and the transit/roadway) and refined to a net level through area municipal official plan, secondary plan, and zoning exercises. 	<ul style="list-style-type: none"> Comments noted by staff. The policy directions recommend measuring density within Designated Greenfield Areas after certain features have been netted out, and gross density (people and jobs per hectare) within Urban Growth Centres, MTSAs, Regional Centres, Regional Corridors, and Waterfront Places. An updated approach to the application of Floor Space Index as a density metric is also proposed.
010-011 City of Pickering	<ul style="list-style-type: none"> Stronger policy direction should be provided in the ROP regarding employment densities and the creation of complete communities within Urban Growth Centres. 	<ul style="list-style-type: none"> Comments noted by staff. As part of the Land Needs Assessment, a Regional Employment Area Density target will be developed. Additional policies for achieving complete communities within Urban Growth Centres will be further considered by staff.
010-012 City of Pickering	<ul style="list-style-type: none"> The Region should continue to work collaboratively with the City of Pickering, and the other area municipalities, to delineate the extent of the Kingston Road corridor from the Toronto-Pickering Boundary to Simcoe Street (and the Simcoe Street corridor from Kingston Road to Highway 407) and to establish densities and floor space indexes that would be necessary to support Light Rail Transit (LRT) service in the future. 	<ul style="list-style-type: none"> The proposed policy directions recommend elevating the designation and status of the Hwy. 2 and Simcoe Street Regional Corridors as a Strategic Growth Area. Consideration of an appropriate delineation approach and density target are ongoing.

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Submission Number and Name	Description of Submission	Regional Staff Response
010-013 City of Pickering	<ul style="list-style-type: none"> The balance of the priority bus corridors shown in the Metrolinx Regional Transportation Plan should be delineated and detailed in area municipal official plans as “Local Corridors”. Corridors with frequent regional express services along 400 series highways or GO rail services which have limited stops (either at key interchanges or GO Station sites) do not warrant such a corridor treatment. Instead, the stations sites are more appropriately detailed through a Major Transit Station Area (e.g., Lakeshore East GO Stations) exercise or a Local Centre approach (e.g., 407 Transit-way stations). 	<ul style="list-style-type: none"> Comments noted by staff. The ROP supports carpooling as a TDM measure, and supports Highway 407 Transitway stations being implemented as commuter lots and transit interfaces between GO and DRT service, until higher order transit along the 407 Transitway is implemented long-term.
010-014 City of Pickering	<ul style="list-style-type: none"> Designation and delineation of Waterfront Places should be dealt with as a local planning matter, similar to the approach for Local Centres. As such, it is suggested that the Waterfront Place symbols be removed from the ROP, and that local municipalities be provided with greater discretion regarding the identification of areas for growth, and the distribution and density of development within their municipalities. 	<ul style="list-style-type: none"> Response from Pickering suggesting the Waterfront Place designation be removed from the ROP was considered by Regional staff during the formulation of proposed directions. The proposed policy directions would see Waterfront Places continue to be symbolically designated, allowing for flexibility in local implementation.
010-015 City of Pickering	<ul style="list-style-type: none"> The methodology for delineating Major Transit Station Areas (MTSA), and the resultant draft boundary delineation for Pickering’s MTSA, are supported; 	<ul style="list-style-type: none"> Comment and response provided in Table 1 to Report #2020-P-27 on MTSA Proposed Policy Directions dated Dec. 1, 2020 (Comment #15).
010-016 City of Pickering	<ul style="list-style-type: none"> The Region should consider buffer planning between any new Community (Living) or Employment Areas and farmland when conducting the analysis to determine the location and amount of lands for any proposed settlement boundary expansion. 	<ul style="list-style-type: none"> As required by provincial policy, Minimum Distance Separation and appropriate buffers, will be considered as part of any proposed Settlement Area Boundary Expansion.

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Submission Number and Name	Description of Submission	Regional Staff Response
010-017 City of Pickering	<ul style="list-style-type: none"> ● Consider the implementation of additional measures/strategies to shift the balance and favour non-residential growth. Such measures should include: making Durham’s employment lands more attractive and market ready by: <ul style="list-style-type: none"> ○ ensuring official plan and zoning designations are in place; ○ pre-servicing strategic employment lands; and ○ making financial incentives available (e.g., tax increment financing, municipal grants, building permit and development charges subsidies), where appropriate. 	<ul style="list-style-type: none"> ● The ROP currently includes the requirement for area municipalities to implement Employment Area policies and designations in area municipal official plans. ● The Region recently completed a study in co-operation with area municipal staff dealing with increasing the quantity of supply of market-ready employment lands in Durham. See Report #2020-COW-23 on Regional Pre-servicing of Designated Employment Areas for further details. ● Noted by staff and will be considered in next Development Charges Background Study review.
010-018 City of Pickering	<ul style="list-style-type: none"> ● That, with respect to Northeast Pickering, the Region have regard to the Pickering Council Resolutions #140/19 and #173/19 requesting the inclusion of northeast Pickering in an urban area boundary expansion, and the request to use and alternate intensification rate of 45 percent. 	<ul style="list-style-type: none"> ● Consideration of Settlement Area Boundary Expansion will in Phase 2 of Growth Management Study. ● As part of the Land Needs Assessment, an empirical determination will be made as to whether or not the Region can achieve the Growth Plan mandated intensification target of 50 per cent, or if the Region must request an alternative target.
010-019 City of Pickering	<ul style="list-style-type: none"> ● That the Region’s Land Needs Assessment consider a scenario reflecting a future airport and the potential implications it may have in terms of population and employment allocation and growth. 	<ul style="list-style-type: none"> ● The Pickering Airport is recognized as a potential “employment driver” for local job creation. ● This comment will be forwarded to the Growth Management Study Consultant team for further consideration.

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Submission Number and Name	Description of Submission	Regional Staff Response
010-020 City of Pickering	<ul style="list-style-type: none"> That appropriate policy provisions and designations should be included in the Durham Region official plan to bring the ROP into conformity with the Central Pickering Development Plan, in a manner similar to the other Provincial Plans. 	<ul style="list-style-type: none"> Proposed policy directions recommend applying a Regional official plan designation to the Central Pickering Development Plan Area, including appropriate policies to direct readers to more detailed policies found in the Central Pickering Development Plan and/or the City of Pickering official plan.
010-021 City of Pickering	<ul style="list-style-type: none"> Provide further policy support for the allocation of sufficient lands for community facilities (such as parkland, community centres and schools) within centres to assist in achieving strong, vibrant and healthy downtowns. 	<ul style="list-style-type: none"> Proposed policy directions would require area municipalities to make provision for community uses and facilities as part of Secondary Plans or detailed official plan policies for Centres, Corridors, Waterfront Places and Major Transit Station Areas.
010-022 City of Pickering	<ul style="list-style-type: none"> Through Envision Durham, the Region should consider the means to address the challenges faced by Places of Worship to establish within residential areas, taking into account the functions and services they offer within the context of building “complete communities”. 	<ul style="list-style-type: none"> To provide increased flexibility to area municipalities and in accordance with provincial policy, proposed policy directions would direct sensitive land uses (including Places of Worship) outside of Employment Areas but remove the existing explicit prohibition on Places of Worship within Employment Areas. Consideration of such uses would be permitted where land use compatibility can be maintained and where it can be demonstrated such a use would not compromise the intended function of the Employment Area.
010-023 City of Pickering	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> The goals for the Urban System in ROP include the matters that are important to the City of Pickering’s desired vision. However, they do not appear to be achieving the balance of population and jobs resulting in more and more out-commuting. 	<ul style="list-style-type: none"> This comment was forwarded to the Works and Finance Departments, which prepared the following responses: Consideration of a Regional Community Improvement Plan is occurring as a separate

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Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> • Given the challenge of the development industry providing seniors, affordable, and/or accessible housing, the goal of providing healthy and complete communities is not being achieved. • The solutions to these require financial incentives for certain types of housing and servicing of existing employment land to attract companies. 	<p>initiative concurrent with project outside of the MCR.</p> <ul style="list-style-type: none"> • As well, changes to the Development Charges Act, 1997 under Bill 108 and Regulation 454/19 provides relief for certain types of housing as follows: <ul style="list-style-type: none"> ○ For rental housing developments, development charges are deferred to occupancy (as opposed to being paid at building permit issuance) and are paid in six equal installments over five years; ○ For non-profit housing developments, development charges are deferred to occupancy and are paid in twenty-one equal installments over twenty years; and ○ If the housing development goes through site plan or zoning by-law amendment application, the development charge rates are frozen at the application stage. • Comments were considered by staff as part of the proposed policy directions regarding affordable housing and special needs housing.
010-024 City of Pickering	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> • Additional goals that should be added include the creation of a “smart” connected community by providing broadband infrastructure in all Regional Roads. • The Region should establish a goal to use its substantial financial resources to establish incentive programs (such as Community Improvement Plans; provide servicing to vacant but designated employment lands; grant programs; or programs 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions for updated Goals for the Urban System. • Consideration of a Regional Community Improvement Plan is occurring as a separate initiative concurrent with project outside of the MCR.

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Submission Number and Name	Description of Submission	Regional Staff Response
	<p>that eliminate development charges for selected housing types).</p>	<ul style="list-style-type: none"> • Policy directions to implement the Regional broadband strategy have been included as identified in the Prosperous Economy policy directions. • This comment was forwarded to the Works Department, which noted that this matter was addressed in the September 2020 report #2020-COW-23. • This comment was also forwarded to the Finance Department, which prepared the following response: • The Region recently completed a study in co-operation with area municipal staff dealing with increasing the quantity of supply of market-ready employment lands in Durham. See Report #2020-COW-23 on Regional Pre-servicing of Designated Employment Areas for further details. • Consideration of a Regional Community Improvement Plan is occurring as a separate initiative concurrent with project outside of the MCR. The Region's Regional Revitalization Program was established in 2008 with key elements and application requirements in approved guidelines, consistent with Regional priorities to strategically target investment in areas advancing goals of ROP, positive economic and community objectives for development that would not otherwise proceed.

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Submission Number and Name	Description of Submission	Regional Staff Response
<p>010-025 City of Pickering</p>	<p>Responding to Discussion Question #3:</p> <ul style="list-style-type: none"> • To support an aging population, the ROP should focus on providing financial assistance programs, grants, waivers on development charges, etc., to assist in implementing elements in the Age-Friendly Durham Strategy and Action Plan, including: <ul style="list-style-type: none"> ○ providing opportunities for affordable, assisted housing options and encouraging development that complements the concept of “aging in place”; ○ addressing accessibility needs and age-friendly design within the built environment; ○ ensuring that active and passive recreational facilities, and community and health services are available for the aging population. 	<ul style="list-style-type: none"> • This comment was forwarded to the Finance Department, which prepared the following response: • Consideration of a Regional Community Improvement Plan is occurring as a separate initiative concurrent with project outside of the MCR. • Through the Strategy and Action Plan, the Region endeavours to improve access to information regarding housing options and supports to help individuals plan for their aging and successfully age in place. In addition, the Region is exploring age-friendly housing options that are affordable, accessible, and provide greater choice over time, including increasing awareness of secondary suites as an option to support aging in place. • Development Charges comments noted by staff and will be considered in next Development Charges Background Study review. • Comments were considered by staff as part of the proposed policy directions for age-friendly planning, and incorporate the Durham Age-Friendly Strategy and Action Plan where appropriate. • The proposed policies include age-friendly considerations as part of the ROP’s housing, transportation, and urban design/public realm sections to provide opportunities to age in place,

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Submission Number and Name	Description of Submission	Regional Staff Response
		while incorporating universal accessibility design principles.
010-026 City of Pickering	<p>Responding to Discussion Question #4:</p> <ul style="list-style-type: none"> ● The Region should consider the following measures to achieve its employment objectives: <ul style="list-style-type: none"> ○ pre-servicing employment lands, ensuring that they are shovel ready for potential development; ○ protecting employment lands from conversion to residential and commercial use; ○ ensuring that uses are not introduced in employment areas that may be considered sensitive land uses and which would undermine the ability of employment areas to diversify and expand in accordance with existing zoning permissions; ○ ensuring that lands adjacent to key goods movement corridors are protected for employment uses; ○ providing lands close to select highway interchanges for land uses that involve the shipping or receiving of goods via long combination vehicles; ○ establish intermodal facility locations that allow for the transfer of goods from one mode to another; ○ continue to promote the development of an airport in Pickering; and ○ consider the implementation of Community Improvement Plans for employment generating uses/lands, which would include measures such as municipal grants, tax increment financing, development charges and building permit fee deferrals. 	<ul style="list-style-type: none"> ● This comment was forwarded to the Works Department, which noted that this matter was addressed in the September 2020 report #2020-COW-23 on Regional Pre-servicing of Designated Employment Areas. ● This comment was also forwarded to the Finance Department, which prepared the following response: ● Consideration of a Regional Community Improvement Plan is occurring as a separate initiative concurrent with project outside of the MCR. ● The Region recently completed a study in co-operation with area municipal staff dealing with increasing the quantity of supply of market-ready employment lands in Durham. See Report #2020-COW-23 on Regional Pre-servicing of Designated Employment Areas for further details. The Region’s Regional Revitalization Program was established in 2008 with key elements and application requirements in approved guidelines, consistent with Regional priorities to strategically target investment in areas advancing goals of ROP,

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Submission Number and Name	Description of Submission	Regional Staff Response
		<p>positive economic and community objectives that would not otherwise proceed.</p> <ul style="list-style-type: none"> • Comments were considered during the development of Employment Area Conversion Criteria and are generally represented in the evaluation criteria be applied to conversion requests. • Proposed policy directions would continue to prohibit, or direct sensitive land uses away from Employment Areas, unless the provisions and criteria of the Growth Plan can be demonstrated, including demonstration that impacts on industrial, manufacturing and other uses vulnerable to encroachment will be mitigated. • Proposed directions as part of the Prosperous Economy chapter would see continued and enhance policies that promote the development of an airport on the federal lands in Pickering. • A separate Freight and Goods Movement review is underway, and policy directions to support the role of the Federal Airport Lands and potential intermodal facilities (besides the Port of Oshawa, St. Marys Cement dock and Oshawa Executive Airport) to the Strategic Goods Movement Network will be included as part of this review.
010-027 City of Pickering	<p>Responding to Discussion Question #5:</p> <ul style="list-style-type: none"> • the Region can influence how and where people work by: <ul style="list-style-type: none"> ○ ensuring locally developed and available skilled labour/talent, by supporting and partnering with post- 	<ul style="list-style-type: none"> • Proposed policy directions as part of the Prosperous Economy chapter support collaboration with educational institutes and the business community to create and maintain a highly skilled regional labour force. In addition,

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Submission Number and Name	Description of Submission	Regional Staff Response
	<p>secondary institutions, centres of excellence, research institutes, and apprenticeship programs;</p> <ul style="list-style-type: none"> ○ providing stronger policy direction recognizing centres and corridors as locations for significant employment; ○ assessing current and future trends in the micro and macro-economic contexts; ○ providing insight into business and industry needs for employment land, urban form and tenure; ○ developing and articulating the Region’s key differentiators and unique sales proposition; ○ target high growth sectors; ○ developing a series of strategic economic development action plans along the following themes: sustainable economic development; entrepreneurship, innovation and the technology ecosystem; arts, culture and creative economy; international business development; urban growth centres; planning for diversity; and digital disruption on local commerce. 	<p>this chapter includes proposed directions that require the preparation and regular updating of a Regional Economic Development Strategy, a Regional Marketing Plan, and a Regional Tourism Development Plan.</p> <ul style="list-style-type: none"> ● Proposed policy directions include policy that directs Major Office to Strategic Growth Areas and Regional Corridors with existing or planned frequent transit. ● The Growth Management Study consultant’s Growth Opportunities and Challenges Report (released concurrently with the Proposed Policy Directions) provides an assessment of the current economic context, including macro and micro economic and demographic trends. It also discusses Durham’s sector strengths and focus areas in order to achieve the Region’s long-term growth forecast. ● Other comments noted by Economic Development staff.
<p>010-028 City of Pickering</p>	<p>Responding to Discussion Question #6:</p> <ul style="list-style-type: none"> ● To assist in achieving 50 percent of jobs in designated Employment Areas, vacant employment land needs to be serviced (and protected from conversion to Living Area). ● Servicing should include piped water, sanitary sewer, gas, hydro, broadband, etc. ● Minimize conversions of major blocks of employment land as this could start a domino effect of business moving out of the area, in hopes to be the next area for conversion. Also, in considering potential conversions, the effects of non-industrial 	<ul style="list-style-type: none"> ● The protection of Employment Areas from conversion, particularly in strategic locations, is reflected in the Council approval Employment Area Conversion criteria. ● This comment was forwarded to the Works and Finance Departments, which prepared the following responses: ● The Region recently completed a study in co-operation with area municipal staff dealing with increasing the quantity of supply of market-ready

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Submission Number and Name	Description of Submission	Regional Staff Response
	<p>traffic mixing with existing industrial vehicular movements (both time of day and volume) creates conflicts and could incite existing industries to relocate.</p> <ul style="list-style-type: none"> When measuring vacant industrial land, ensure that natural heritage constraints that would be taken out for residential development are subtracted from the total, so the number of “vacant” hectares are as realistic as possible. 	<p>employment lands in Durham. See Report #2020-COW-23 on Regional Pre-servicing of Designated Employment Areas for further details.</p>
<p>010-030 City of Pickering</p>	<ul style="list-style-type: none"> The MCR should consider the implications for secondary unit permissions being extended to semi-detached, row homes and in ancillary structures, including ROP policy direction regarding planning for intensification. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding secondary units. Policy direction is to permit secondary units in detached, semi-detached and townhouses, where feasible (local performance standards will still apply). Secondary units should also be permitted within buildings or structures ancillary to the primary dwelling. This direction applies even if the primary dwelling already contains a secondary unit.
<p>010-029 City of Pickering</p>	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> The measure of density for SGA’s at the Regional level should be undertaken on basis of a modified gross hectare (netting out the area of natural heritage lands, and the area of the transit/roadway), and refined to a net density (only the area of the lot that is developable), and established in area municipal official plans, secondary plans, and zoning by-laws. 	<ul style="list-style-type: none"> Comments have been considered by staff. The policy directions recommend measuring density within Designated Greenfield Areas after certain features have been netted out, and gross density (people and jobs per hectare) within Urban Growth Centres, MTSAs, Regional Centres, Regional Corridors, and Waterfront Places. An updated approach to the application of Floor Space Index as a density metric is also proposed.

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Submission Number and Name	Description of Submission	Regional Staff Response
010-031 City of Pickering	<ul style="list-style-type: none"> It is challenging to develop employment uses and to secure land for necessary public services including parkland and roadways. To address this concern, the Region should include stronger policy direction in the ROP regarding employment densities and the creation of complete communities within Urban Growth Centres. 	<ul style="list-style-type: none"> Comments noted by staff. The Region will develop a Regional Employment Area density target as part of the Land Needs Assessment. Additional policies for achieving complete communities within Urban Growth Centres will be further considered.
010-032 City of Pickering	<p>Responding to Discussion Questions #8 and #9:</p> <ul style="list-style-type: none"> The Region in collaboration with each local area municipal staff, further review the extent of the two higher-order transit corridors as “Frequent Rapid Transit – LRT/BRT” corridors, with respective land uses, densities, and floor space indexes that would be necessary to support LRT service in the future. Staff does not believe a “corridor boundary” needs to be delineated in the ROP. The balance of the corridors shown in the Metrolinx Regional Transportation Plan that are priority bus corridors are best delineated and detailed in the area municipal official plans as “Local Corridors”. Corridors with frequent regional express services along 400 series highways or GO rail services which have limited stops (either at key interchanges or GO Station sites) do not warrant such a corridor treatment. Instead, the stations sites are more appropriately detailed through a Major Transit Station Area (e.g., Lakeshore East GO Stations) exercise or a Local Centre approach (e.g., 407 Transit-way stations). 	<ul style="list-style-type: none"> Comments have been considered by staff. The proposed policy directions recommend elevating the designation and status of the Hwy. 2 and Simcoe Street Regional Corridors as a Strategic Growth Area. Consideration of an appropriate delineation approach and density target are ongoing. The ROP supports carpooling as a TDM measure, and supports Highway 407 Transitway stations being implemented as commuter lots and transit interfaces between GO and DRT service, until higher order transit along the 407 Transitway is implemented long-term.

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Submission Number and Name	Description of Submission	Regional Staff Response
010-033 City of Pickering	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> The designation and delineation of Waterfront Places should be dealt with as a local planning matter, similar to the approach for Local Centres. Waterfront Place symbols should be removed from the ROP, and that local municipalities be provided with greater discretion regarding the identification of areas for growth, and the distribution and density of development within their municipalities. 	<ul style="list-style-type: none"> Response was considered during the formulation of proposed policy directions for Waterfront Places. The proposed policy direction would see Waterfront Places continue to be symbolically designated in the ROP, providing continued flexibility to area municipalities.
010-034 City of Pickering	<p>Responding to Discussion Questions #11 and #12:</p> <ul style="list-style-type: none"> The approach developed by the Region, in consultation with each of the local municipalities is appropriate, providing defensible and rational boundaries for these Major Transit Station Areas, as opposed to an arbitrary 500 metre or 800 metre radius from the centre of a station. The proposed boundaries of the MTSA in Pickering, shown in Attachment #1 of Appendix D of the Region’s Growth Management – Urban System Discussion Paper, are consistent with those discussed with Regional staff. 	<ul style="list-style-type: none"> Comment and response provided in Table 1 to Report #2020-P-27 on MTSA Proposed Policy Directions dated Dec. 1, 2020 (Comment #5).
010-035 City of Pickering	<p>Responding to Discussion Question #13:</p> <ul style="list-style-type: none"> When evaluating settlement area boundary expansions, the Region should consider “buffer planning” to accommodate proper buffers between any new Community (Living) and/or Employment Areas and Agricultural Areas. 	<ul style="list-style-type: none"> Consideration of buffering and minimum separation between new urban uses as part of a Settlement Area Boundary Expansion is required by the Growth Plan and existing ROP policy and will be included as part of any Settlement Area Boundary Expansion evaluation.
010-036 City of Pickering	<ul style="list-style-type: none"> Provision introduced through Amendment 1 to the Growth Plan enable municipalities to advance residential and commercial development by permitting upper-tier municipalities to “adjust” or “expand” an urban settlement area boundary changes outside of an MCR, subject to specific criteria. 	<ul style="list-style-type: none"> Proposed policy directions would allow minor adjustments or minor expansions to the Urban Area Boundary, in accordance with the referenced Growth Plan policies.

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	<ul style="list-style-type: none"> Such a process would lead to piecemeal planning and is not supported by City staff. 	<ul style="list-style-type: none"> However, such adjustments or expansions would need to be justified through the demonstration of need and the extensive feasibility criteria contained in the Growth Plan and Regional official plan.
010-037 City of Pickering	<p>Responding Discussion Question #14:</p> <ul style="list-style-type: none"> A context sensitive analysis for any proposed Employment Area conversion should be conducted, to ensure that job generating opportunities are not compromised or lost either on the subject lands, or as a result of impacts on the remaining employment lands. Given that the ratio between population and jobs has been in decline, the Region needs to weigh the conversion of employment lands to other uses very carefully. In certain instances, the conversion of uses (e.g., from low intensity employment lands to higher intensity commercial or mixed-use development) may render an increase in the total number of jobs being generated by the subject site. On the other hand, this may leave a municipality short of lands that it may need for large scale, but low intensity employment uses, which may need outside storage or may conflict with surrounding sensitive lands uses. 	<ul style="list-style-type: none"> Comments were considered during the development of employment land conversion criteria. A detailed evaluation will be undertaken for each site identified through an Employment Area Conversion Request.
010-038 City of Pickering	<ul style="list-style-type: none"> Request for changes to the PSEZ by City Council to revise the proposed PSEZ in Pickering by: <ul style="list-style-type: none"> excluding certain lands located within the City Centre South lands and a row of properties along the Bayly Street Mixed Use Corridor, as well as the Durham Live lands; and including the Whites Road Prestige Employment Area in the West Shore Neighbourhood, and the Seaton Employment 	<ul style="list-style-type: none"> The Province has refined their Provincially Significant Employment Zone mapping to exclude Durham Live.

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Submission Number and Name	Description of Submission	Regional Staff Response
	Lands along Highway 407 (the Pickering Innovation Corridor).	
010-039 City of Pickering	<p>Responding to Discussion Question #15:</p> <ul style="list-style-type: none"> • The Region, through the MCR, should consider the implementation of additional measures/strategies to shift the balance in favour non-residential growth. • Such measures should include: making Durham’s employment lands more attractive and market ready, by: ensuring official plan and zoning designations are in place; pre-servicing strategic employment lands; and, making financial incentives available (e.g., tax increment financing, municipal grants, building permit and development charges subsidies), where appropriate. 	<ul style="list-style-type: none"> • This comment was forwarded to the Finance Department, which prepared the following response: • Consideration of a Regional Community Improvement Plan is occurring as a separate initiative concurrent with project outside of the MCR. • The Region recently completed a study in co-operation with area municipal staff dealing with increasing the quantity of supply of market-ready employment lands in Durham. See Report #2020-COW-23 on Regional Pre-servicing of Designated Employment Areas for further details. The Region’s Regional Revitalization Program was established in 2008 with key elements and application requirements in approved guidelines, consistent with Regional priorities to strategically target investment in areas advancing goals of ROP, positive economic and community objectives that would not otherwise proceed.

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010-040 City of Pickering	<ul style="list-style-type: none"> The Region’s LNA should consider a scenario reflecting a future airport and the potential implications it may have in terms of population and employment allocation and growth. 	<ul style="list-style-type: none"> The Pickering Airport is recognized as a potential “employment driver” for local job creation. This comment will be forwarded to the Region’s Growth Management Consultant team for consideration as part of the Land Needs Assessment process.
010-041 City of Pickering	<ul style="list-style-type: none"> The LNA process should consider the implications of the future closure of the Pickering Nuclear Generating station. 	<ul style="list-style-type: none"> The comment will be forwarded to the Region’s Growth Management Consultant team for consideration as part of the Land Needs Assessment process.
010-042 City of Pickering	<p>Responding to Discussion Question #16:</p> <ul style="list-style-type: none"> Appropriate designations and policies should be included in the Durham Region official plan, to bring the ROP into conformity with the CPDP. Where necessary, specific policies for select parts of the geographic area of the Seaton Urban Area or the Agricultural Preserve may be required to capture the nuances of the CPDP. This would be consistent with the ROP being brought into conformity with the Greenbelt Plan, or A Place to Grow, for example. 	<ul style="list-style-type: none"> These comments have been considered by staff and are reflected in the proposed policy directions, which propose the application of ROP designations to lands within the Central Pickering Development Plan. ROP policies will also be included to direct readers to the more detailed policies contained in the Pickering official plan or CPDP, where appropriate.
010-043 City of Pickering	<p>Responding to Discussion Question #17:</p> <ul style="list-style-type: none"> The Region should examine the “Smart City” approach and consider the inclusion of policies addressing existing and next generation information and communication technologies. The City of London Plan provides a good example. With respect to broadband, the Region should adopt a “dig once” policy to ensure that a comprehensive network is advanced across the Region, and that the Region allow for the 	<ul style="list-style-type: none"> The Region has considered Smart Cities approaches and released its own Region of Durham Intelligent Communities Plan. See Report #2020-INFO-110 for further information. Several policy directions are proposed which would implement the Region’s Broadband Strategy. This includes general policy direction to recognize the importance of Broadband infrastructure and other

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Submission Number and Name	Description of Submission	Regional Staff Response
	shared use of its conduit and assist local municipalities in the development of localized networks and the provision of broadband services to rural settlement areas.	leading-edge technologies and to encourage the expansion of such networks. More specific policy directions have been included that require new development to make provision for installation broadband, where it is feasible and to direct the Region to investigate the feasibility of a “dig once” standard.
010-044 City of Pickering	<p>Responding to Discussion Question #18:</p> <ul style="list-style-type: none"> Further Regional policy support is needed to require area municipalities to designate sufficient lands for community facilities (such as parkland, community centres, schools) within the centres so that as intensification takes place, the achievement of strong, vibrant and healthy downtowns can be achieved, instead of becoming mostly residential, devoid of the amenities that made the suburbs attractive places to live and raise a family. 	<ul style="list-style-type: none"> Comment has been considered and is reflected in proposed policy directions, which would require area municipalities to plan for appropriate community facilities within Centres, Major Transit Station Areas, Corridors, and Waterfront Places.
010-045 City of Pickering	<p>Responding to Discussion Question #19:</p> <ul style="list-style-type: none"> The Region should consider the means to address the challenges faced by Places of Worship to establish within residential areas, taking into account the functions and services they offer within the context of building “complete communities”. The Region should request that the Province allow Places of Worship in Employment Area designations depending on the site-specific location and the particular suite of uses the place of worship plans to provide (e.g., day care; other education classes). The Region could also explore mandatory designation of institutional land for such facilities as an integral requirement 	<ul style="list-style-type: none"> Comments have been considered by staff. To provide increased flexibility to area municipalities and in accordance with provincial policy, proposed policy directions would direct sensitive land uses (including Places of Worship) outside of Employment Areas, but remove the existing explicit prohibition on Places of Worship within Employment Areas. Consideration of such uses would be permitted where land use compatibility can be maintained and where it can be demonstrated such a use would not compromise the intended function of the Employment Area.

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	through any employment land conversion or urban area expansion.	
011-01 Township of Brock	<ul style="list-style-type: none"> • Brock Township’s 2031 population should be re-evaluated based on the current draft approved planning applications within the Township to ensure accuracy moving forward. • It is assumed that the growth in the settlement areas is underestimated given the active sub-division applications in Beaverton. Additionally, subsequent phases of the Kaitlin development in Sunderland will increase this growth. • There is also the possibility that the water and sewer EA underway in Cannington will allow the development of vacant lands within the settlement boundary. 	<ul style="list-style-type: none"> • Current planning applications are being evaluated through the Land Needs Assessment. • These comments will be forwarded to the Growth Management Consultants for consideration as part of the Land Needs Assessment.
011-02 Township of Brock	<ul style="list-style-type: none"> • It is anticipated that the growth projections for Brock will be adjusted and staff will continue to work closely with the Region’s consulting team to ensure that the growth and intensification targets represent ground-truth assumptions throughout Brock. 	<ul style="list-style-type: none"> • The Region has been and will continue to work with Brock staff throughout the MCR process.
011-03 Township of Brock	<ul style="list-style-type: none"> • Only the Beaverton urban area has capacity for any development/growth from a water and wastewater servicing perspective. • The Cannington EA is almost complete, and the Sunderland and Cannington Wastewater EA has recently started. Both of these projects are necessary and timely for supporting growth in Brock. 	<ul style="list-style-type: none"> • Comment on service constraints on growth in Brock is noted.

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011-04 Township of Brock	<ul style="list-style-type: none"> • Employment lands should be serviced with water, wastewater, roads, storm sewers, stormwater management facilities, electricity, natural gas, telecommunication/Broadband services, and green infrastructure. 	<ul style="list-style-type: none"> • The Region recently completed a study in co-operation with area municipal staff dealing with increasing the quantity of supply of market-ready employment lands in Durham. See Report #2020-COW-23 on Regional Pre-servicing of Designated Employment Areas for further details.
011-05 Township of Brock	<ul style="list-style-type: none"> • The Township of Brock submitted an application to be considered for pre-servicing the employment lands west of Highway 12, north of Regional Road 15 and south of Concession 6/Main Street in Beaverton. • These lands are often referred to as the Beaver Avenue Employment Lands or Beaverton Common Lands. 	<ul style="list-style-type: none"> • This comment was forwarded to the Works and Finance Departments, which prepared the following responses: The Region recently completed a study in co-operation with area municipal staff dealing with increasing the quantity of supply of market-ready employment lands in Durham. See Report #2020-COW-23 on Regional Pre-servicing of Designated Employment Areas for further details. • The Beaver Avenue Employment Lands are included in this study.
011-06 Township of Brock	<ul style="list-style-type: none"> • Support for ROP policies for broadband infrastructure deployment during new development to support improved broadband connectivity throughout the Region. 	<ul style="list-style-type: none"> • Several policy directions are proposed which would implement the Region’s Broadband Strategy. This includes general policy direction to recognize the importance of Broadband infrastructure and other leading-edge technologies and to encourage the expansion of such networks. More specific policy directions have been included that require new development to make provision for installation broadband, where it is feasible.

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Submission Number and Name	Description of Submission	Regional Staff Response
011-07 Township of Brock	Responding to Discussion Question #1: <ul style="list-style-type: none"> • Growth in Urban Areas is limited by servicing, which restricts the Region’s ability to balance population and employment growth. 	<ul style="list-style-type: none"> • This comment was forwarded to the Works Department, which noted that this matter was addressed in the September 2020 report #2020-COW-23 on Regional Pre-servicing of Designated Employment Areas. • As noted in the comments/responses from Township staff, EAs are underway for Cannington and Sunderland which may result in increased sanitary service capacity.
011-08 Township of Brock	Responding to Discussion Question #2: <ul style="list-style-type: none"> • Additional goals should consider more distinct representation of the challenges and opportunities that exist in rural “urban” areas. Policy flexibility to achieve vibrant and complete “northern” communities is appropriate. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions for updated Goals for the Urban System. The proposed Goals include supporting historic downtowns, and recognizing the distinct character of Urban Areas in Durham’s northern municipalities.
011-09 Township of Brock	Responding to Discussion Question #3: <ul style="list-style-type: none"> • To support an aging population, key policy directions supporting transit and accessibility are required. • Priority water and wastewater servicing to support developments directly supporting the aging population such as health centres, retirement residences, etc. • Retirement residences should be serviced in the same manner as other employment use developments for infrastructure planning and inclusion of 5-year capital costs. 	<ul style="list-style-type: none"> • This comment was forwarded to the Works Department, which prepared the following response: • There are many serviced areas available for this type of development across the region. • Comments were considered by staff as part of the proposed policy directions for age-friendly planning, Directions support transit and universal accessibility. • Comments were considered by staff as part of the proposed policy directions regarding special needs housing.

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Submission Number and Name	Description of Submission	Regional Staff Response
011-010 Township of Brock	<p>Responding to Discussion Question #4:</p> <ul style="list-style-type: none"> To enable an employment ratio of one job for every two persons, strategic and priority servicing for build-ready employment lands are key to investment and improving the employment to population ratio. Prioritizing services for employment lands along transportation routes should be a priority. 	<ul style="list-style-type: none"> This comment was forwarded to the Works and Finance Departments, which prepared the following responses: The Region recently completed a study in co-operation with area municipal staff dealing with increasing the quantity of supply of market-ready employment lands in Durham. See Report #2020-COW-23 on Regional Pre-servicing of Designated Employment Areas for further details.
011-011 Township of Brock	<p>Responding to Discussion Question #5:</p> <ul style="list-style-type: none"> To support the changing pattern of where and how people work, broadband infrastructure and investment is key. Providing the opportunity for satellite work locations and reliable/high speed work from home options is essential. 	<ul style="list-style-type: none"> This comment was considered by staff and is reflected in the proposed policy directions related to Broadband. Durham’s Economic Development Division agrees that broadband infrastructure expansion is of critical importance across the Region.
011-012 Township of Brock	<p>Responding to Discussion Question #6:</p> <ul style="list-style-type: none"> To achieve the target 50 per cent of jobs being located within Employment Areas, the Region should pre-service employment lands that are identified throughout the Region which are viable and appropriate for development. 	<ul style="list-style-type: none"> This comment was forwarded to the Works and Finance Departments, which prepared the following responses: The Region recently completed a study in co-operation with area municipal staff dealing with increasing the quantity of supply of market-ready employment lands in Durham. See Report #2020-COW-23 on Regional Pre-servicing of Designated Employment Areas for further details.
011-013 Township of Brock	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> For the ROP, density should be measured for nodes and corridors in southern, urban areas. In rural northern areas, densities need to be measure and planned based on physical and policy constraints. 	<ul style="list-style-type: none"> Comments have been considered by staff. The policy directions recommend measuring density within Designated Greenfield Areas after certain features have been netted out, and gross density (people and jobs per hectare) Urban Growth Centres, MTSAs, Regional Centres, Regional

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Submission Number and Name	Description of Submission	Regional Staff Response
		Corridors, and Waterfront Places. An updated approach to the application of Floor Space Index as a density metric is also proposed.
011-014 Township of Brock	Responding to Discussion Question #8: <ul style="list-style-type: none"> • No. The Region is too geographically large to plan for the Higher Order Transit Network. • Corridors should be delineated based on their potential to support targets of the Region. 	<ul style="list-style-type: none"> • Comments from Brock staff have been considered. • The proposed policy directions recommend elevating the designation and status of the Hwy. 2 and Simcoe Street Regional Corridors as a Strategic Growth Area. All other existing Regional Corridors are recommended to be evaluated and only retaining those that can achieve the intended Regional Corridor function, as described in ROP policy. As a subsequent step, generalized intensification areas along Regional Corridors are recommended to be identified/designated.
011-015 Township of Brock	Responding to Discussion Question #9: <ul style="list-style-type: none"> • Yes. 	<ul style="list-style-type: none"> • The proposed policy directions recommend elevating the designation and status of the Hwy. 2 and Simcoe Street Regional Corridors as “Rapid Transit Spine Intensification Corridor”.
011-016 Township of Brock	Responding to Discussion Question #10: <ul style="list-style-type: none"> • Yes, Waterfront Places should be specifically designated in the ROP. • Waterfront Places have specific challenges and opportunities for environmental, social and economic considerations that should be designated in the ROP so that specific and local policies can be created to support development in appropriate ways. 	<ul style="list-style-type: none"> • Response was considered during the formulation of proposed policy directions. • The proposed policy directions would see Waterfront Places continue to be symbolically designated.

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Submission Number and Name	Description of Submission	Regional Staff Response
011-017 Township of Brock	Responding to Discussion Question #11: <ul style="list-style-type: none"> • No comment. • No MTSAs are identified in Brock. 	<ul style="list-style-type: none"> • Comment and response provided in Table 1 to Report #2020-P-27 on MTSA Proposed Policy Directions dated Dec. 1, 2020 (Comment #6).
011-018 Township of Brock	Responding to Discussion Question #12: <ul style="list-style-type: none"> • An assessment of connectivity between Brock Township and MTSAs would be helpful for future transit planning. 	<ul style="list-style-type: none"> • Comment and response provided in Table 1 to Report #2020-P-27 on MTSA Proposed Policy Directions dated Dec. 1, 2020 (Comment #11).
011-019 Township of Brock	Responding to Discussion Question #13: <ul style="list-style-type: none"> • Settlement Area Boundary Expansion criteria that address good planning from a complete communities’ perspective would be helpful and the opportunity to challenge Greenbelt Plan boundaries in a responsible way that protects the natural environment and realistically viable agricultural lands is needed. 	<ul style="list-style-type: none"> • Growth Plan policy outlines the limited permissions for Settlement Area Boundary Expansion within the Greenbelt Plan Boundary. The Region is bound by these limitations.
011-020 Township of Brock	Responding to Discussion Question #14: <ul style="list-style-type: none"> • When evaluating Employment Area conversions, once the LNA is complete, a review of Township wide Employment Lands needs to be addressed to possibly better assign appropriate and attractive Employment Lands. • Criteria connecting the northern potential to support employment land and job targets on a Regional basis should be added. 	<ul style="list-style-type: none"> • Comment considered in the development of employment land conversion criteria. • Employment land need will be assessed as part of the Land Needs Assessment (in Phase One of the Growth Management Study).
011-021 Township of Brock	Responding to Discussion Question #15: <ul style="list-style-type: none"> • No comment. • No SGAs are identified in Brock. 	<ul style="list-style-type: none"> • N/A.

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011-022 Township of Brock	<p>Responding to Discussion Question #17:</p> <ul style="list-style-type: none"> To support the deployment of broadband infrastructure, policies should be implemented to include it during the construction of infrastructure projects to reduce future costs of connectivity. 	<ul style="list-style-type: none"> Several policy directions are proposed which would implement the Region’s Broadband Strategy. This includes general policy direction to recognize the importance of Broadband infrastructure and to encourage the expansion of Broadband networks. More specific policy directions have been included which require new development to make provision for of installation broadband, where it is feasible.
011-023 Township of Brock	<p>Responding to Discussion Question #18:</p> <ul style="list-style-type: none"> Rural downtowns need economic development and transit to be visible and accessible to visitors. The Region should partner with local municipalities to enhance streetscapes for small downtowns. Truck traffic should be discouraged in downtowns to reduce pedestrian conflicts. 	<ul style="list-style-type: none"> This comment was forwarded to the Finance Department, which prepared the following response: The Region’s Regional Revitalization Program was established in 2008 with key elements and application requirements in approved guidelines, consistent with Regional priorities and strategically targets investment in areas advancing goals of ROP, positive economic and community objectives that would not otherwise proceed. Comments were considered by staff as part of the proposed policy directions for downtowns. The proposed policies include considerations for downtowns as destinations with high-quality public realm and pedestrian-centred urban design.
011-024 Township of Brock	<p>Responding to Discussion Question #19:</p> <ul style="list-style-type: none"> Places of worship should be characterized in the same way as other non-employment land uses. 	<ul style="list-style-type: none"> To provide increased flexibility to area municipalities and in accordance with provincial policy, proposed policy directions would direct sensitive land uses (including Places of Worship) outside of Employment Areas but remove the existing explicit prohibition on Places of Worship

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		within Employment Areas. Consideration of such uses would be permitted where land use compatibility can be maintained and where it can be demonstrated such a use would not compromise the intended function of the Employment Area.
011-025 Township of Brock	<p>Responding to Discussion Question #20:</p> <ul style="list-style-type: none"> • Consider how rural areas could be used to help meet the employment forecasts. • Opportunities along the Highway 404 extension and along Highway 12, Simcoe Street and near Highway 48 should be considered priorities for employment growth. 	<ul style="list-style-type: none"> • The Region will continue to support rural economic development opportunities and initiatives where appropriate. • Rural employment will be considered as part of the Employment Strategy and the allocation of the Employment Forecast. • This comment was forwarded to the Works Department, which noted that this matter was addressed in the September 2020 report #2020-COW-23 on Regional Pre-servicing of Designated Employment Areas.
011-026 Township of Brock	<p>Responding to Discussion Question #20:</p> <ul style="list-style-type: none"> • Rural servicing needs either a commitment to fund and construct, or the conversion of employment lands to other uses that are possible. 	<ul style="list-style-type: none"> • This comment was noted by Regional Works staff.
011-027 Township of Brock	<p>Responding to Discussion Question #20:</p> <ul style="list-style-type: none"> • Rural intensification targets should consider environmental and social constraints. • Consider growth in the cannabis industry, including production and distribution in urban areas. • Consider land use compatibility for cannabis facilities. 	<ul style="list-style-type: none"> • Environmental constraints, as well as appropriate scale of development for northern Durham, has been incorporated as part of the intensification analysis. In addition, the intensification analysis has been provided to Township staff so that any other local knowledge can be reflected in the results.

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Submission Number and Name	Description of Submission	Regional Staff Response
		<ul style="list-style-type: none"> • Similar to the provincial approach to cannabis, the Region does not intend to distinguish by crop type. Therefore, it is appropriate to consider this use in accordance with provincial plans and with interpretation support from the Guidelines on Permitted Uses in Ontario’s Prime Agriculture Areas. • Depending on the scale, servicing requirements and land use compatibility concerns, the appropriate location for cannabis related uses may be on rural lands or in Employment Areas. • From a land use compatibility perspective, the most appropriate tools are within area municipal jurisdiction (e.g. zoning by-law, site plan approval and nuisance by-laws).
012-01 Town of Whitby	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> • The existing Urban System provides a good foundation, but a review of the existing policy framework and addition of new policies are needed to help encourage balanced growth. • Enable employment growth through infrastructure planning and investment, to be concurrent with residential growth. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions for updated Goals for the Urban System. Consideration of the servicing of Employment land is occurring as a separate initiative concurrent with the MCR • This comment was forwarded to the Works Department, which noted that this matter was addressed in the September 2020 report #2020-COW-23 on Regional Pre-servicing of Designated Employment Areas.

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Submission Number and Name	Description of Submission	Regional Staff Response
012-02 Town of Whitby	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> Goals for the urban area should link to other themes throughout the ROP (i.e. intensification, transit, sustainability, mix of uses, affordable housing, heritage, etc.). There should be some consideration regarding the differences amongst Centres (e.g. historic Downtowns such as Whitby and Brooklin vs. newer Urban Centres such as Brock and Taunton, Rossland Garden). 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions for updated Goals for the Urban System. The proposed Goals include the themes of intensification, transit, affordable housing, cultural heritage as well as supporting historic downtowns.
012-03 Town of Whitby	<p>Responding to Discussion Question #3:</p> <ul style="list-style-type: none"> Add a goal and/or policies to ensure communities are age-friendly and support aging in place. Consider adding wording to goals and/or policies in section 4 about providing a mix and range of housing types (including bungalows and low-rise apartments), unit sizes and tenures (e.g. condo singles) to provide opportunity for all household types, including families, residents with special needs and seniors. Add goal that speaks to a variety of housing types, including secondary suites, to facilitate aging in place. Consider adding wording in section 5 to encourage affordable and seniors housing in proximity to transit and other soft services/social services to support an aging population. Support active transportation connections for range of age groups and mobility users. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions for age-friendly planning. The proposed policies include active transportation, and a mix and range of housing options located near key services, amenities, and healthcare, to support age-friendly planning and aging in place. Comments were considered by staff as part of the proposed policy directions regarding housing options, affordable housing and special needs housing.
012-04 Town of Whitby	<p>Responding to Discussion Question #4:</p> <ul style="list-style-type: none"> Investigate the changing nature of employment (e.g. decrease in manufacturing as one of the primary drivers of employment forecasts). Consider preservice of employment areas. 	<ul style="list-style-type: none"> The Growth Management Study consultant's Growth Opportunities and Challenges Report (released with the Proposed Policy Directions) provides an assessment of the current economic context, including macro and micro economic and demographic trends. It also discusses Durham's

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	<ul style="list-style-type: none"> Consider goals/policies to invest in infrastructure to support job creation, such as broadband technology, telecommunication networks, and improved transit. 	<p>sector strengths and focus areas in order to achieve the Region’s long-term growth forecast.</p> <ul style="list-style-type: none"> The Region recently completed a study in co-operation with area municipal staff dealing with increasing the quantity of supply of market-ready employment lands in Durham. See Report #2020-COW-23 on Regional Pre-servicing of Designated Employment Areas for further details. Policy directions have been included related to broadband/leading edge technologies that support job creation.
012-05 Town of Whitby	<p>Responding to Discussion Question #5:</p> <ul style="list-style-type: none"> Encourage mixed use development and live-work opportunities (not ‘live-work townhouses’ – rather, living closer to where you work). Consider goals/policies to invest in infrastructure to support job creation, such as broadband technology and telecommunication networks, transit network. Support active transportation and transit connections between Living Areas and Employment Areas. 	<ul style="list-style-type: none"> Comments were considered by staff and reflected in proposed policy directions that encourage mixed-use development and support the expansion of broadband networks. The importance of transit and transportation connections are key themes and priorities reflected in a number of proposed policy directions. Several policy directions related to active transportation are proposed, which will help address a complete streets approach on arterial roads, particularly within SGAs but also addressing gaps to various origins/destinations in the Region.
012-06 Town of Whitby	<p>Responding to Discussion Question #6:</p> <ul style="list-style-type: none"> Investigate the changing nature of employment (e.g. non ‘major office’ employment generators; tech. industries; e-commerce offices;) that although they may occupy less land, are still part of a larger mix of employment opportunities. Support for Regional preservicing of employment areas. 	<ul style="list-style-type: none"> The Growth Management Study consultant’s Growth Opportunities and Challenges Report (released with the Proposed Policy Directions) provides an assessment of the current economic context, including the changing nature of employment and macro and micro economic and demographic trends. It also discusses Durham’s

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Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> Consider goals/policies to invest in infrastructure to support job creation, which would include water/sewer, energy networks (including opportunities for district energy), broadband technology and telecommunication networks, increased and improved transit. 	<p>sector strengths and focus areas in order to achieve the Region’s long-term growth forecast.</p> <ul style="list-style-type: none"> This comment was forwarded to the Works and Finance Departments, which prepared the following responses: The Region recently completed a study in co-operation with area municipal staff dealing with increasing the quantity of supply of market-ready employment lands in Durham. See Report #2020-COW-23 on Regional Pre-servicing of Designated Employment Areas for further details. This study includes West Whitby Lands, South Brooklin and the North East Employment Area. Policy directions related to transit as an aspect of complete communities includes equity in the transportation system, and increasing mode share away from auto-based travel for commuters destined within and beyond the Region.
012-07 Town of Whitby	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> ROP should have a consistent approach to determining gross and net densities (i.e. consistent ‘take-outs’, regardless of whether it is a map and/or policy take out). A ‘long-term target’ approach is still appropriate. Map all take-outs (including Key Natural Heritage Features and Hydrologically Sensitive Features) but clarify where there are additional take-outs through policies (30m Vegetative Protective Zone for Provincially Significant Wetlands). 	<ul style="list-style-type: none"> Comments have been considered by staff. The policy directions recommend measuring density within Designated Greenfield Areas after certain features have been netted out, and gross density (people and jobs per hectare) within Urban Growth Centres, MTSAs, Regional Centres, Regional Corridors, and Waterfront Places. An updated approach to the application of Floor Space Index as a density metric is also proposed.

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Submission Number and Name	Description of Submission	Regional Staff Response
012-08 Town of Whitby	<p>Responding to Discussion Question #8:</p> <ul style="list-style-type: none"> • Continue to identify corridors conceptually at the Regional level, with enabling polices for intensification. • Intensification along corridors with Higher Order Transit Network would provide the additional rationale for supporting such intensification proposals. • There may be occasions where intensification along a corridor that is not Higher Order Transit Network may also be appropriate, subject to other lower-tier OP criteria. 	<ul style="list-style-type: none"> • Comments from Whitby staff have been considered. • The proposed policy directions recommend elevating the designation and status of the Hwy. 2 and Simcoe Street Regional Corridors as a Strategic Growth Area. All other existing Regional Corridors are recommended to be evaluated and only retaining those that can achieve the intended Regional Corridor function, as described in ROP policy. As a subsequent step, generalized intensification areas along Regional Corridors are recommended to be identified/designated.
012-09 Town of Whitby	<p>Responding to Discussion Question #9:</p> <ul style="list-style-type: none"> • ROP should delineate and identify corridors intended for higher levels of transit service. However, the ROP should be enabling, not prescriptive, along the Hwy 2 corridor – there are unique lower-tier circumstances that need to be taken into consideration before intensification occurs (e.g. reduce ROW widths through the Downtown areas; impact on walkability, heritage resources, etc.;). • The existing approach to intensify within Central Areas is still appropriate. 	<ul style="list-style-type: none"> • The proposed policy directions recommend elevating the designation and status of the Hwy. 2 and Simcoe Street Regional Corridors as “Rapid Transit Spine Intensification Corridor”.
012-010 Town of Whitby	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> • Waterfront Places do not need to be specifically delineated in the ROP Schedule. • Enabling ROP Policies regarding lower-tier implementation are still appropriate. 	<ul style="list-style-type: none"> • Response that Waterfront Places should not be specifically delineated in the ROP and should include enabling policies for local implementation is reflected in the proposed policy directions.

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Submission Number and Name	Description of Submission	Regional Staff Response
012-011 Town of Whitby	Responding to Discussion Question #11: <ul style="list-style-type: none"> The proposed approach to MTSA's is appropriate, provided certain flexibility for lower-tier implementation is maintained. 	<ul style="list-style-type: none"> Comment and response provided in Table 1 to Report #2020-P-27 on MTSA Proposed Policy Directions dated Dec. 1, 2020 (Comment #4).
012-012 Town of Whitby	Responding to Discussion Question #12: <ul style="list-style-type: none"> Discussion will be needed at a later date (i.e. draft policy direction stage) regarding inclusion of ROP designated EA's within MTSA's. 	<ul style="list-style-type: none"> Comment and response provided in Table 1 to Report #2020-P-27 on MTSA Proposed Policy Directions dated Dec. 1, 2020 (Comment #12).
012-013 Town of Whitby	Responding to Discussion Question #13: <ul style="list-style-type: none"> Proposed expansion should be informed by Transportation infrastructure plans, Active Transportation and Transit Master Plans, servicing master plans, as well as consideration for long-term (i.e. beyond ROP planning horizon) large infrastructure investment strategies. Consideration should be given/criteria outlined, regarding directing urban expansions to areas that are contiguous to an existing Urban Area, balanced against the objective to protect Prime Agricultural areas. 	<ul style="list-style-type: none"> Comment noted by staff. In accordance with the Growth Plan and ROP, the provision of services and transportation connectivity, as well as impacts on Prime Agricultural Areas, will be considered as part of any proposed Settlement Area Boundary Expansion. The proposed policy directions for evaluating Settlement Area Boundary Expansions recommend an additional criterion related to proximity/contiguity to the existing Urban Boundary.
012-014 Town of Whitby	Responding to Discussion Question #14: <ul style="list-style-type: none"> Employment land conversions should consider fundamental planning principles beyond the 2017 Growth Plan policies/PPS policies. Criteria should include compatibility (D6); impact on adjacent existing/planned uses; etc. 	<ul style="list-style-type: none"> Comment was considered and is reflected in the criteria being used to evaluate conversion request submissions.

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Submission Number and Name	Description of Submission	Regional Staff Response
012-015 Town of Whitby	<p>Responding to Discussion Question#15:</p> <ul style="list-style-type: none"> Community Improvement Plans at the Regional level – to assist in targeting growth in areas that may not otherwise be developed as quickly, would benefit from incentives, and would assist with a balanced approach to growth. 	<ul style="list-style-type: none"> This comment was forwarded to the Works Department, which prepared the following response: Consideration of a Regional Community Improvement Plan is occurring as a separate initiative concurrent with project outside of the MCR. This comment was also forwarded to the Finance Department, which prepared the following response: The Region’s Regional Revitalization Program was established in 2008 with key elements and application requirements in approved guidelines, consistent with Regional priorities and it strategically targets investment in areas advancing goals of ROP, positive economic and community objectives that would not otherwise proceed.
012-016 Town of Whitby	<p>Responding to Discussion Question #16:</p> <ul style="list-style-type: none"> No comments in regard to the Central Pickering Development Plan Area. 	<ul style="list-style-type: none"> N/A.
012-017 Town of Whitby	<p>Responding to Discussion Question #17:</p> <ul style="list-style-type: none"> Consider a goal/enabling policy regarding implementation of broadband technology through development approval process at the Regional and local levels. 	<ul style="list-style-type: none"> Several policy directions are proposed which would implement the Region’s Broadband Strategy. This includes general policy direction to recognize the importance of Broadband infrastructure and to encourage the expansion of Broadband networks. More specific policy directions have been included

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		that require new development to make provision for installation broadband, where it is feasible.
012-018 Town of Whitby	<p>Responding to Discussion Question #18:</p> <ul style="list-style-type: none"> • The tiered approach to Centres provides a good basis towards achieving strong, vibrant and healthy downtowns. • The term “downtown” should be tied to “Centres” to support and enhance these areas through redevelopment opportunities – each municipality is unique. • While recognizing and protecting the historical component of downtowns is important, providing policies that allow them to grow and redevelop is also important for the viability of these areas in the future. • Wording should be considered such that centres are the focus of a mix of uses, including soft services/community services. 	<ul style="list-style-type: none"> • Comments related to Centres have been noted, and will be considered as part of future review of Centres policies. • Comments have been considered by staff as part of proposed policy directions for downtowns. Policies support the protection and enhancement of historical and cultural resources that downtowns provide, while ensuring appropriate transition to growth in surrounding neighbourhoods.
012-019 Town of Whitby	<p>Responding to Discussion Question #19:</p> <ul style="list-style-type: none"> • Please see Whitby Council’s previous resolution regarding Planning Report PL 45-16. 	<ul style="list-style-type: none"> • To provide increased flexibility to area municipalities and in accordance with provincial policy, proposed policy directions would direct sensitive land uses (including Places of Worship) outside of Employment Areas, but remove the existing explicit prohibition on Places of Worship within Employment Areas. Consideration of such uses would be permitted where land use compatibility can be maintained and where it can be demonstrated such a use would not compromise the intended function of the Employment Area.

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Submission Number and Name	Description of Submission	Regional Staff Response
012-020 Town of Whitby	Responding to Discussion Question #20: <ul style="list-style-type: none"> The Region should consider the changing nature of commerce/retail trends, including increases in online shopping and the impacts to the land needs analysis. 	<ul style="list-style-type: none"> This comment will be forwarded to the Growth Management Study consultants. The Growth Management Study consultant's Growth Opportunities and Challenges Report (released with the Proposed Policy Directions) provides an assessment of the current economic context, including the changing nature of employment and macro/micro economic and demographic trends. It also discusses Durham's sector strengths and focus areas in order to achieve the Region's long-term growth forecast.

Legend of Discussion Questions

Number	Discussion Question
1.	Is the Urban System achieving the Regional official plan vision of creating distinct Urban Areas, balancing population and employment growth, and achieving health and complete communities?
2.	Are there any additional goals for the Urban System that should be included in the Regional official plan?
3.	How can Regional official plan Policies support the needs of an aging population?
4.	Are there specific policies or other measures that are needed to enable the achievement of employment forecasts and/or the Regional Council target of one job for every two persons?
5.	How can Regional official plan policies recognize and support the changing pattern of where and how people work?
6.	What Regional policies and approaches could assist in achieving the Regional official plan target that 50 per cent of all jobs be in designated Employment Areas?
7.	How should density (gross or net) be measured in the Regional official plan?
8.	Should the Region delineate only those corridors with significant intensification potential that are also within the Higher Order Transit Network?
9.	Should Regional Corridors that are intended to be priority areas for the highest level of transit service (Highway 2 and Simcoe Street) be delineated in the ROP and assigned an increased minimum density target?
10.	Should Waterfront Places be specifically designated in the Regional official plan?

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11.	In the proposed approach for delineating and assigning density targets to existing and future Major Transit Station Areas appropriate?
12.	Do you have any feedback or input on the propose draft Major Transit Station Area delineations?
13.	Are there any other criteria that should be considered when evaluating Settlement Boundary Expansions?
14.	Are there other criteria that should be considered when evaluating Employment Area conversions?
15.	Are there additional strategies or solutions required to support development in Strategic Growth Areas?
16.	Should a Regional structure, consisting of appropriate Regional land use designations be applied to lands located within the Central Pickering Development Plan Area?
17.	What type of Regional official plan policies should be provided to support the deployment of broadband infrastructure?
18.	How can Regional official plan policies support the achievement of strong, vibrant, and healthy downtowns?
19.	Should Places of Worship be permitted in Employment Areas?
20.	Are there any other trends or topics you feel should be reviewed and considered as part of the review of the Urban System and the Growth Management Study component of the MCR?

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Submission Number and Name	Description of Submission	Regional Staff Response
001-01 Bryce Jordan, GHD	<ul style="list-style-type: none"> ● Writing as the planning consultants for Halloway Developments and the 21st Company Inc. ● GHD’s clients agree that the Region’s MCR should delineate and assign boundaries to Major Transit Station Areas (MTSAs). MTSAs should also permit a wide range of mixed uses. ● GHD’s clients agree with the methodology used by Regional and area municipal staff in delineating the Draft Boundary of the proposed MTSAs. ● Request reconsideration of boundary where environmental features may not actually exist (lands abutting Canadian Pacific Railway, parcels abutting stellar drive near Corbett Creek) 	<ul style="list-style-type: none"> ● Comment and response provided in Table 1 to Report #2020-P-27 on MTSA Proposed Policy Directions dated Dec. 1, 2020 (Comment #21).
002-01 Dorsay Development Corporation (Dorsay)	<ul style="list-style-type: none"> ● Not all residents want to live in mid-rise and high-rise buildings. Some (or more) may prefer a ground-oriented unit. The Province of Ontario has prioritized housing choice through the updated Growth Plan and draft updates to the provincial policy Statement. 	<ul style="list-style-type: none"> ● Comment noted by staff. ● Market preference will be a factor considered as part of the Land Needs Assessment (Phase One of the Growth Management Study). ● Comments were considered by staff as part of the proposed policy directions regarding housing options.
002-02 Dorsay	<ul style="list-style-type: none"> ● The Region’s MCR should consider policy that: <ul style="list-style-type: none"> ○ Create opportunities to support ground-related units in a denser, more affordable development. ○ Ensure an adequate land supply is provided for each residential unit type, as well as requesting an alternative intensification target of 45% ○ Support multigenerational housing, be it in the form of stratified homes, granny flats, and modular built form that can support second suites and additional units. 	<ul style="list-style-type: none"> ● Comments noted by staff. ● As part of the Land Needs Assessment, an empirical determination will be made as to whether or not the Region can achieve the Growth Plan mandated intensification target of 50 per cent, or if an alternative target is required. ● The provision of a full range of housing options and choices is reflected in proposed policy directions. ● Comments were considered by staff as part of the proposed policy directions regarding secondary

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		units, microhomes, shared living, and affordable housing.
002-03 Dorsay	<ul style="list-style-type: none"> Northeast Pickering lands should be prioritized and brought into the urban growth boundary during the Municipal Comprehensive Review process. 	<ul style="list-style-type: none"> Northeast Pickering lands will be considered through Phase 2 of the Growth Management Study after the Land Needs Assessment has determined if and how much additional Urban Land is required to accommodate growth.
002-04 Dorsay	<ul style="list-style-type: none"> Northeast Pickering should be included within the Settlement Area to achieve the historic intent to develop these lands as part of the City of Pickering’s overall urban structure. 	<ul style="list-style-type: none"> Northeast Pickering lands will be considered through Phase 2 of the Growth Management Study after the Land Needs Assessment has determined if and how much additional Urban Land is required to accommodate growth.
002-05 Dorsay	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> Ensure new communities are designed and planned to support the Regional official plan goals. Ensure communities are designed to be truly “complete communities” and include a mix of uses, a range of housing options and support walkability and healthy living. Achieving distinct urban areas means creating complete mixed-use areas where residents can walk to services and are near employment, entertainment, and recreation options. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding Goals for the Urban System. The proposed Goals include achieving complete communities, a mix of uses, and active transportation/transit.
002-06 Dorsay	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> Policies that support a range of housing options and support a mix of housing types within developments. Growth should be allocated towards places that support the Regional official plan goals and where there is development interest and/or existing infrastructure. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions for updated Goals for the Urban System. The proposed Goals include supporting a full range of housing options and types and a mix of uses.

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	<ul style="list-style-type: none"> New greenfield development must demonstrate they can accommodate a mix of uses that serve day to day needs within easy walking distance to central mixed-use locations. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding housing options.
002-07 Dorsay	<p>Responding to Discussion Question #3:</p> <ul style="list-style-type: none"> Support secondary suites, co-living, multigenerational housing, and incentivize affordable housing. Promote accessibility, whether through housing forms, accessible transit, and/or adequate services for older adults near residential areas. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions for age-friendly planning. The proposed policies include active transportation, and a mix and range of housing options located near key services, amenities, and health care to support age-friendly planning and aging in place. Comments were considered by staff as part of the proposed policy directions regarding special needs housing, secondary units, shared living and affordable housing.
002-08 Dorsay	<p>Responding to Discussion Question #12:</p> <ul style="list-style-type: none"> The vision for Northeast Pickering of 60,000 residents and 45,000 jobs would support a Major Transit Station Area. This will be elaborated on further in a future submission. 	<ul style="list-style-type: none"> Comment and response provided in Table 1 to Report #2020-P-27 on MTSA Proposed Policy Directions dated Dec. 1, 2020 (Comment #22).
003-01 Max and Denis Tarsky, Ledim Development Ltd.	<ul style="list-style-type: none"> In accordance with A Place to Grow, 2019, density targets for Urban Growth Centres and Major Transit Station Areas should be considered as minimum targets. Policies that reference Growth Plan intensification and density targets should include the word minimum where appropriate. 	<ul style="list-style-type: none"> Comment and response provided in Table 1 to Report #2020-P-27 on MTSA Proposed Policy Directions dated Dec. 1, 2020 (Comment #23).
003-02 Max and Denis Tarsky, Ledim Development Ltd.	<p>Responding to Discussion Question #12:</p> <ul style="list-style-type: none"> The Major Transit Station Area Boundary should be expanded to the northwest to include lands that are currently outside. 	<ul style="list-style-type: none"> Comment and response provided in Table 1 to Report #2020-P-27 on MTSA Proposed Policy Directions dated Dec. 1, 2020 (Comment #23).

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	<ul style="list-style-type: none"> The lands located adjacent to the Canadian Pacific Railway just beyond the north west limit of the proposed Major Transit Station Area Boundary should be included within the delineated MTSA area. 	
004-01 Amy Emm, IBI Group	<p>Response to Discussion Question #1:</p> <ul style="list-style-type: none"> Future Courtice GO Station is an opportunity to accommodate growth and create a complete community in the surrounding area. The Courtice MTSA should include conversion of employment lands to ensure a true mixed-use complete community is achieved. 	<ul style="list-style-type: none"> Comment and response provided in Table 1 to Report #2020-P-27 on MTSA Proposed Policy Directions dated Dec. 1, 2020 (Comment #24).
004-02 Amy Emm, IBI Group	<p>Response to Discussion Question #11:</p> <ul style="list-style-type: none"> MTSAs should maximize the size of the area and number of potential transit users that are within walking distance to the station. The Region’s current MTSA delineation which excludes the subject lands excludes a significant amount of land that could accommodate people and jobs within walking distance to the station. 	<ul style="list-style-type: none"> Comment and response provided in Table 1 to Report #2020-P-27 on MTSA Proposed Policy Directions dated Dec. 1, 2020 (Comment #25).
004-03 Amy Emm, IBI Group	<p>Response to Discussion Question #12:</p> <ul style="list-style-type: none"> The subject site, despite being located outside the urban area boundary, should be included in the MTSA. 	<ul style="list-style-type: none"> Settlement Area Boundary Expansions will be considered as part of Phase 2 of the Growth Management Study, after the Land Needs Assessment has determined if and how much additional Urban Land is required to accommodate growth.
004-04 Amy Emm, IBI Group	<p>Response to Discussion Question #13:</p> <ul style="list-style-type: none"> Areas that include natural features should not be precluded from Settlement Area Boundary Expansion and should be considered if natural features and areas are protected. Prime agricultural areas should similarly be considered for expansion. 	<ul style="list-style-type: none"> Comments were considered by staff. Any proposed Settlement Area Boundary Expansion will consider the relevant policy directions of the Growth Plan and ROP, which includes avoidance of key hydrologic features and

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	<ul style="list-style-type: none"> Sites should be considered comprehensively on a number of factors, including proximity to the current urban boundary, transit, and access to servicing. 	<p>the Growth Plan Natural Heritage System, as well as the availability of servicing and infrastructure.</p>
004-05 Amy Emm, IBI Group	<ul style="list-style-type: none"> Request clarification on the Region’s opinion for a preferred GO railway route. 	<ul style="list-style-type: none"> The Region supports the extension of GO rail service from its current termination in Oshawa to Bowmanville.
004-06 Amy Emm, IBI Group	<ul style="list-style-type: none"> Request for a timeline for the LNA and how the current ROP targets are being considered in this process. 	<ul style="list-style-type: none"> The Land Needs Assessment is underway. Recommendations to Regional Council on Land Needs Assessment outcomes are anticipated mid-2021. Technical studies, including an evaluation of intensification potential within Urban Growth Centres, Regional Centres, Regional Corridors, Waterfront Places, MTSAs and conditions and existing densities within Designated Greenfield Areas are underway.
004-07 Amy Emm, IBI Group	<ul style="list-style-type: none"> Request clarification on the Region’s position on Clarington’s request to include the subject lands into the urban boundary and the Courtice MTSA. 	<ul style="list-style-type: none"> Settlement Area Boundary Expansions will be considered as part of Phase 2 of the Growth Management Study, after the Land Needs Assessment has determined if and how much additional Urban Land is required to accommodate growth.
004-08 Amy Emm, IBI Group	<ul style="list-style-type: none"> Is the Region considering an alternative density target for the Courtice MTSA? Is the Region going to develop a phasing plan or Secondary Plan for the MTSA? 	<ul style="list-style-type: none"> Comment and response provided in Table 1 to Report #2020-P-27 on MTSA Proposed Policy Directions dated Dec. 1, 2020 (Comment #26).

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005-01 Jennifer Haslett, Brookfield Residential	<ul style="list-style-type: none"> With regard to re-evaluating density targets, the Region should be consistent with <i>A Place to Grow Plan, 2019</i> 	<ul style="list-style-type: none"> Comments have been considered by staff. The policy directions recommend measuring density within Designated Greenfield Areas after certain features have been netted out, and gross density (people and jobs per hectare) within Urban Growth Centres, Regional Centres, Regional Corridors, and Waterfront Places. An updated approach to the application of Floor Space Index as a density metric is also proposed.
005-02 Jennifer Haslett, Brookfield Residential	<ul style="list-style-type: none"> Support the re-evaluation of boundaries in Urban Growth Centres and Regional Centres and suggest that the evaluation of boundaries allow for flexibility in mixes of uses. The boundaries should predominately comprise the area that focus on increased density. 	<ul style="list-style-type: none"> Comments have been considered by staff. The proposed policy directions include the opportunity for adjustments to the boundaries of Urban Growth Centres and Regional Centres as currently defined in area municipal official plans.
005-03 Jennifer Haslett, Brookfield Residential	<p>Responding to Discussion Question #15:</p> <ul style="list-style-type: none"> Development in Urban Growth and Regional Centres should be supported through funding incentives, and the size of the Centre should influence the proportional application of incentives for growth. 	<ul style="list-style-type: none"> Comments are noted by staff for further consideration. The Region currently offers several funding programs which include financial incentives to support intensification projects. The Region may explore further programs/incentives as part of the Regional Community Improvement Plan, which is occurring as a separate initiative concurrent with project outside of the MCR.
005-04 Jennifer Haslett, Brookfield Residential	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> Waterfront Place policies should continue to be determined on a site-specific basis by the area municipality and should not be specifically designated in the ROP. Flexibility must be provided to allow the area municipality to create a unique vision that suits the waterfront characteristic of the area. 	<ul style="list-style-type: none"> Response that Waterfront Places should not be specifically designated/delineated in the ROP, and instead there should be flexibility for local planning/implementation by the applicable area municipality, is reflected in the proposed policy directions.

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005-05 Jennifer Haslett, Brookfield Residential	<ul style="list-style-type: none"> Density targets in Waterfront areas should continue to be applied as minimums and maximum targets should be site-specific. 	<ul style="list-style-type: none"> Comment has been considered by staff. Proposed policy directions for Waterfront Places would see these areas continue to be symbolically designated in the ROP with enabling policies allowing for more specific implementation by area municipalities.
005-06 Jennifer Haslett, Brookfield Residential	<p>Responding to Discussion Question #12:</p> <ul style="list-style-type: none"> Intensification boundaries around proposed MTSA's are useful, but final delineation should involve local stakeholder engagement. Brookfield would like to be engaged in final delineation of the MTSA boundary at Whitby Harbour. 	<ul style="list-style-type: none"> Comment and response provided in Table 1 to Report #2020-P-27 on MTSA Proposed Policy Directions dated Dec. 1, 2020 (Comment #28).
005-07 Jennifer Haslett, Brookfield Residential	<p>Responding to Discussion Question #13:</p> <ul style="list-style-type: none"> The following criteria should be considered for Settlement Boundary Expansion: <ul style="list-style-type: none"> Availability of full servicing. Avoidance of prime agricultural areas. Following recommendations of a Place to Grow Plan, 2019. Allowance of multiple private applications for expansion. 	<ul style="list-style-type: none"> Comments noted by staff. As required by Growth Plan and existing ROP policies, consideration of servicing availability and avoidance of prime agricultural lands will be factored into the evaluation of any proposed Settlement Area Boundary Expansion.
005-08 Jennifer Haslett, Brookfield Residential	<ul style="list-style-type: none"> Financial incentives to offset servicing costs for intensification-related development should apply to private entities without a municipal partner. There should also be DC relief for transit nodes and intensification areas. 	<ul style="list-style-type: none"> Comment noted by staff and will be forward to the Finance Department for consideration.
006-01 Michael Bissett, Bousfields Inc.	<p>Response to Discussion Question #14:</p> <ul style="list-style-type: none"> Suggest that conversion criteria should also consider whether the proposed conversion would facilitate or be a catalyst for creating jobs on the lands, and in balance with additional compatible residential growth also serve other policy objectives to optimize the efficiently use existing infrastructure and facilities. 	<ul style="list-style-type: none"> Maintaining or improving total job yield and land use compatibility has been added as an evaluation criterion for Employment Area conversion requests.

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006-02 Michael Bissett, Bousfields Inc.	Responding to Discussion Question #7: <ul style="list-style-type: none"> Recommended that gross density be used as the measurement for intensification and for major transit station areas as a minimum target. 	<ul style="list-style-type: none"> The policy directions recommend measuring density within Designated Greenfield Areas after certain features have been netted out, and gross density (people and jobs per hectare) within Urban Growth Centres, Regional Centres, MTSAs, Regional Corridors, and Waterfront Places. An updated approach to the application of Floor Space Index as a density metric is also proposed.
007-01 Cory Silver, Optus Capital Corporation	Responding to Discussion Question #12: <ul style="list-style-type: none"> The draft Major Transit Station Area Boundary should be extended 1,000 metres eastbound along Fairall Street to Harwood Avenue South to allow for greater intensification and increased density. 	<ul style="list-style-type: none"> Comment and response provided in Table 1 to Report #2020-P-27 on MTSA Proposed Policy Directions dated Dec. 1, 2020 (Comment #29).
008-01 Leo Samarillo	<ul style="list-style-type: none"> No Pickering Airport. Retain lands for farmland and solar greenhouses. 	<ul style="list-style-type: none"> Comments have been considered by staff. In Recognition of the need and economic benefit of developing an airport and supporting aviation hub, Regional Council supports the development of an airport on the federal lands in Pickering, as reflected in the Region’s Strategic Plan, recent Council resolutions, and recent reports and studies that demonstrate the need and economic benefit of an airport that incorporate the substantial agricultural land assets through innovative sustainability and environmental management approaches.
009-01 Maryann MacPhee	<ul style="list-style-type: none"> Desire official decision to turn Pickering Airport lands over to farmers, agri-business and a federal urban park. Concerns about environmental impacts. Do not want/need an airport. 	<ul style="list-style-type: none"> Comments have been considered by staff. In recognition of the need and economic benefit of developing an airport and supporting aviation hub, Regional Council supports the development of an airport on the federal lands in Pickering, as

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Submission Number and Name	Description of Submission	Regional Staff Response
		reflected in the Region’s Strategic Plan, recent Council resolutions, and recent reports and studies that demonstrate the need and economic benefit of an airport that incorporate the substantial agricultural land assets through innovative sustainability and environmental management approaches.
010-01 Anthony Biglieri, The Biglieri Group Ltd., on behalf of the Pickering Harbour Company	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> • Support maintaining the Waterfront Place designation for Frenchman’s Bay in the Regional official plan. • Maintaining the Waterfront Places designation enables transformational change into a dynamic and vibrant centre that respects the natural environment, is accessible to far more people as a regional tourist destination and serves as a focal point for intensification. • Recommend that Waterfront Places continue to be identified. Waterfronts are a contiguous system of shorelines, spanning multiple jurisdictions and linking people and places. High level policies are required to designate where the development of “people places” should occur in order to appropriately protect and connect natural heritage features and systems and provide recreational opportunities. Ad-hoc designations by area municipalities would disrupt the contiguous system and potentially limit the opportunities for a cohesive and strong public waterfront. • Based on the rationale provided in the letter, it is The Biglieri Group’s opinion that Waterfront Places should be specifically designated within the ROP and that the Region should continue to provide an overarching policy direction for redevelopment, remediation and intensification within Waterfront Places. 	<ul style="list-style-type: none"> • Response that Waterfront Places should continue to be designated in the ROP, including high level policies that identify these areas as “people places” with a range of recreational uses and suitable for appropriate development, has been considered by staff. • Proposed policy directions for Waterfront Places would see Waterfront Places continue to be symbolically designated in the ROP with enabling policies that allow for more specific implementation by area municipalities, including defining the appropriate scale of development for the local context.

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Submission Number and Name	Description of Submission	Regional Staff Response
<p>011-01 Anthony Biglieri, The Biglieri Group Ltd., on behalf of the Kaitlin Development Group</p>	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> • Support maintaining the Waterfront Place designation for Port Darlington in the Regional official plan. • Port Darlington is currently under-utilized. Maintaining the Waterfront Places designation in the ROP will continue to provide policy direction that supports redevelopment of the waterfront area at large and provides for flexible local implementation. • Recommend that Waterfront Places continue to be identified. Waterfronts are a contiguous system of shorelines, spanning multiple jurisdictions and linking people and places. High level policies are required to designate where the development of “people places” should occur in order to appropriately protect and connect natural heritage features and systems and provide recreational opportunities. Ad-hoc designations by area municipalities would disrupt the contiguous system and potentially limit the opportunities for a cohesive and strong public waterfront. • Based on the rationale provided in the letter, it is The Biglieri Group’s opinion that Waterfront Places should be specifically designated within the ROP and that the Region should continue to provide an overarching policy direction for redevelopment, remediation and intensification within Waterfront Places. 	<ul style="list-style-type: none"> • Response that Waterfront Places should continue to be designated in the ROP, including high level policies that identify these areas as “people places” with a range of recreational uses and suitable for appropriate development, has been considered by staff. • Proposed policy directions for Waterfront Places would see Waterfront Places continue to be symbolically designated in the ROP with enabling policies that allow for more specific implementation by area municipalities, including defining the appropriate scale of development for the local context.
<p>012-01 Anthony Biglieri, The Biglieri Group Ltd., on behalf of</p>	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> • Support maintaining the Waterfront Place designation for the Oshawa Harbour Special Development Area in the Regional official plan. • The Oshawa Harbour Special Development Area is currently under-utilized, and the Oshawa Marina is currently closed. 	<ul style="list-style-type: none"> • Response that Waterfront Places should continue to be designated in the ROP, including high level policies that identify these areas as “people places” with a range of recreational uses and suitable for

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2583422 Ontario Inc.	<p>Maintaining the Waterfront Places designation in the ROP will continue to provide policy direction that supports remediation and redevelopment of the Harbour Area at large and provides for flexible local implementation.</p> <ul style="list-style-type: none"> • Recommend that Waterfront Places continue to be identified. Waterfronts are a contiguous system of shorelines, spanning multiple jurisdictions and linking people and places. High level policies are required to designate where the development of “people places” should occur in order to appropriately protect and connect natural heritage features and systems and provide recreational opportunities. Ad-hoc designations by area municipalities would disrupt the contiguous system and potentially limit the opportunities for a cohesive and strong public waterfront. • Based on the rationale provided in the letter, it is The Biglieri Group’s opinion that Waterfront Places should be specifically designated within the ROP and that the Region should continue to provide an overarching policy direction for redevelopment, remediation and intensification within Waterfront Places. 	<p>appropriate development, has been considered by staff.</p> <ul style="list-style-type: none"> • Proposed policy directions for Waterfront Places would see Waterfront Places continue to be symbolically designated in the ROP with enabling policies that allow for more specific implementation by area municipalities, including defining the appropriate scale of development given the local context.

Legend of Discussion Questions

Number	Discussion Question
1.	Is the Urban System achieving the Regional official plan vision of creating distinct Urban Areas, balancing population and employment growth, and achieving health and complete communities?
2.	Are there any additional goals for the Urban System that should be included in the Regional official plan?
3.	How can Regional official plan Policies support the needs of an aging population?
4.	Are there specific policies or other measures that are needed to enable the achievement of employment forecasts and/or the Regional Council target of one job for every two persons?
5.	How can Regional official plan policies recognize and support the changing pattern of where and how people work?

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6.	What Regional policies and approaches could assist in achieving the Regional official plan target that 50 per cent of all jobs be in designated Employment Areas?
7.	How should density (gross or net) be measured in the Regional official plan?
8.	Should the Region delineate only those corridors with significant intensification potential that are also within the Higher Order Transit Network?
9.	Should Regional Corridors that are intended to be priority areas for the highest level of transit service (Highway 2 and Simcoe Street) be delineated in the ROP and assigned an increased minimum density target?
10.	Should Waterfront Places be specifically designated in the Regional official plan?
11.	In the proposed approach for delineating and assigning density targets to existing and future Major Transit Station Areas appropriate?
12.	Do you have any feedback or input on the proposed draft Major Transit Station Area delineations?
13.	Are there any other criteria that should be considered when evaluating Settlement Boundary Expansions?
14.	Are there other criteria that should be considered when evaluating Employment Area conversions?
15.	Are there additional strategies or solutions required to support development in Strategic Growth Areas?
16.	Should a Regional structure, consisting of appropriate Regional land use designations be applied to lands located within the Central Pickering Development Plan Area?
17.	What type of Regional official plan policies should be provided to support the deployment of broadband infrastructure?
18.	How can Regional official plan policies support the achievement of strong, vibrant, and healthy downtowns?
19.	Should places of worship be permitted in Employment Areas?
20.	Are there any other trends or topics you feel should be reviewed and considered as part of the review of the Urban System and the Growth Management Study component of the MCR?

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Submission Number and Name	Description of Submission	Regional Staff Response
001-01 The Ontario Headwaters Institute	<ul style="list-style-type: none"> Concerned that PPS Policy 2.2.1 a) that directs planning authorities to use the watershed as the ecological meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development was overlooked. 	<ul style="list-style-type: none"> Proposed policy directions recognize the watershed as the most meaningful scale for integrated and long-term planning and for the consideration of the cumulative impacts of development.
001-02 The Ontario Headwaters Institute	<ul style="list-style-type: none"> Note that because the Conservation Authorities Act was not included in Section 1.1.5 of the discussion paper, the public may be concerned about how the Region will be addressing proposed development in Carruthers Creek as current conditions reports note it is at dangerous levels in several key aspects. 	<ul style="list-style-type: none"> Current ROP policies support the preparation and implementation of watershed plans. Any consideration of expansion of the urban boundary in north-east Pickering requires an update to the East Duffins and Carruthers Creek watershed plan, as well as consideration through the Envision Durham Growth Management Study process. These studies are currently underway.
001-03 The Ontario Headwaters Institute	<ul style="list-style-type: none"> There is no Made-in-Ontario Environment Plan. There is a draft for which no decision notice has been posted. Referring to draft plan is tenuous and speculative in a report of this nature. 	<ul style="list-style-type: none"> While no decision has been posted related to the Made-in-Ontario Environment Plan, it is important that the Region monitor the outcomes of the plan based on public consultation and implement policies as appropriate.
001-04 The Ontario Headwaters Institute	<ul style="list-style-type: none"> Add How Much Habitat is Enough to the list of Guidance Documents. 	<ul style="list-style-type: none"> Comments noted by staff.
002-01 Parks Canada	<ul style="list-style-type: none"> The Moraine-Lake Ontario connection is a key objective for Rouge National Urban Park. It should be noted that in the case of the park that the portion in Durham Region forms the most northerly part of the park's linkage function, but that the majority of the link is found in York Region and Toronto. 	<ul style="list-style-type: none"> Comments noted by staff.
002-02 Parks Canada	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> Goals supporting ecological restoration and private land stewardship to enhance and increase ecological conservation in Durham would be worthwhile additions. 	<ul style="list-style-type: none"> Proposed policy directions recognize that environmental stewardship is a collaborative effort between government, environmental agencies and the public.

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Submission Number and Name	Description of Submission	Regional Staff Response
002-03 Parks Canada	Responding to Discussion Question #5: <ul style="list-style-type: none"> There are very good examples provided for ecosystem compensation by municipalities. For example, City of Toronto information and bylaws regarding tree removal on both public and private properties, found at Toronto.ca/trees 	<ul style="list-style-type: none"> Comments noted by staff.
002-04 Parks Canada	Responding to Discussion Question #6: <ul style="list-style-type: none"> Parks Canada is willing to share experiences of the Rouge National Urban Park First Nations Advisory Circle. 	<ul style="list-style-type: none"> Comments noted by staff.
002-05 Parks Canada	<ul style="list-style-type: none"> Suggest using the term "restore" as the meaning of "enhance" is unclear. The subject of ecological restoration should also include agricultural lands (implemented extensively in portions of Rouge National Urban Park). 	<ul style="list-style-type: none"> Proposed policy directions add restoration as a goal for the region's Greenlands System.
002-06 Parks Canada	Responding to Discussion Question #7: <ul style="list-style-type: none"> Restoration of nature on farmland, such as hedgerows, riparian buffers, stream crossing alternatives or culvert replacement to improve conditions for fish passage, and wetland restoration, all of which has been instituted on farmland in Rouge National Urban Park. Support citizen science initiatives to support data collection among local communities with intimate knowledge of nature in the area. 	<ul style="list-style-type: none"> Proposed policy directions encourage consistency with the Rouge National Urban Park (RNUP) Management Plan.
002-07 Parks Canada	<ul style="list-style-type: none"> A section is required for Rouge National Urban Park because even though it is protected, it is outside of provincial jurisdiction. The role of the park and its jurisdictional relationship should be explained. The language used in the Greenbelt Plan provides a useful guide: <ul style="list-style-type: none"> Provincially Significant Wetland complexes Areas of Natural and Scientific Interest Environmentally Sensitive Areas (e.g. ravines, hotspots for biodiversity, etc.) 	<ul style="list-style-type: none"> Proposed policy directions include considerations for the Rouge National Urban Park.

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Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> ○ Natural Heritage Systems ○ Critical Habitat for Species at Risk ○ Important Wildlife Habitat (breeding areas, overwintering sites, basking/thermo-regulation hotspots, den clusters, deer yards, etc.). 	
002-08 Parks Canada	<ul style="list-style-type: none"> ● To ensure the NHS is connected means that restoration of critical links will be required; therefore, some official plan direction on restoration would be useful. 	<ul style="list-style-type: none"> ● Proposed policy directions add restoration as a goal for the region’s Greenlands System along with policies to support the identification of linkages and enhancement areas at the area municipal level.
002-09 Parks Canada	<ul style="list-style-type: none"> ● It would be prudent that the Region apply current PSW policy to all wetlands. 	<ul style="list-style-type: none"> ● Proposed policy directions include a policy suite specific to wetlands that focuses on protection and restoration to achieve no net loss.
002-10 Parks Canada	<ul style="list-style-type: none"> ● Some mention of the ecological value of ephemeral wetlands, including very temporary forest pools that form in early spring and provide essential breeding habitat for animals like frogs and salamanders, should be addressed. 	<ul style="list-style-type: none"> ● Comments noted by staff.
002-11 Parks Canada	<p>Responding to Discussion Question #12:</p> <ul style="list-style-type: none"> ● Support targets if based on a landscape analysis that includes historical presence of natural features on the landscape (e.g., former wetlands that would have been filled in in agricultural areas). ● There should be targets for cool-and coldwater streams. This approach is especially significant for streams with headwaters in the Oak Ridges Moraine. ● Reference could also be made to any fisheries management plans that exist for watercourses in Durham and how the ROP could help to implement them. 	<ul style="list-style-type: none"> ● Proposed policy directions establish a target of no net loss of wetlands. More specific watershed-based targets can be found in watershed plans.

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002-12 Parks Canada	<ul style="list-style-type: none"> Aren't all ANSIs significant by fact of their designation? 	<ul style="list-style-type: none"> The Provincial Policy Statement refers to Areas of Natural and Scientific Interest (ANSI) as “significant areas of natural and scientific interest”.
002-13 Parks Canada	<ul style="list-style-type: none"> Make reference to Rouge National Urban Park and its relationship to regional natural heritage and agricultural protection policies. 	<ul style="list-style-type: none"> Proposed policy directions suggest land uses within the RNUP be consistent with the Greenbelt Plan and the RNUP Management Plan, including any natural heritage and agricultural protection policies.
002-14 Parks Canada	<ul style="list-style-type: none"> Cultural landscapes are important components/planning tools within Rouge National Urban Park. It would be helpful to include a discussion of cultural landscapes and the extent to which the new plan should address them in terms of policy. Parks Canada does use cultural landscapes and vistas in the park to inform park management decisions. 	<ul style="list-style-type: none"> The Region is investigating including further policies to strengthen the cultural heritage landscape policies within the new ROP.
002-15 Parks Canada	<p>Responding to Discussion Question #17:</p> <ul style="list-style-type: none"> Effects in agricultural areas should be included in the scope of what an EIS covers. The Greenbelt Plan identifies Agricultural Impact Assessments as a tool. 	<ul style="list-style-type: none"> The Region currently requires both Environmental Impact Studies and Agricultural Impact Assessments.
002-16 Parks Canada	<ul style="list-style-type: none"> Road planning and construction must consider best options for facilitating wildlife movement. 	<ul style="list-style-type: none"> Roads are generally governed by the subdivision/condo process or an Environmental Assessment. This comment was also forwarded to the Works Department, which prepared this response: Regional road designs are increasingly including Eco-Passages into the design to facilitate wildlife crossing.
002-17 Parks Canada	<p>Responding to Discussion Question #19:</p> <ul style="list-style-type: none"> Parks Canada strongly supports restrictive lighting practices to promote a dark night sky; they are included in the Rouge National Urban Park management plan. 	<ul style="list-style-type: none"> The current ROP encourages area municipalities to include outdoor lighting policies to reduce light trespass, glare, over-lighting and uplight. It also requires that outdoor lighting be directed away

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		from key natural heritage and/or hydrologic features and their associated vegetation protection zone.
003-01 Conservation Authorities Joint Submission	<ul style="list-style-type: none"> • The CAs request to be kept informed/consulted for the MCR specifically: Excess soils; Invasive species; Natural Heritage System and Water Resource System; Vegetation Protection Zones; Stewardship; Significant Natural Heritage Features, including Significant Woodland. 	<ul style="list-style-type: none"> • The Region has both an Area Municipal Working Group and Conservation Authority Working Group to facilitate consultation on these and other matters.
003-02 Conservation Authorities Joint Submission	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> • Broad land use goals comments include: • Suggest language of the goals be updated to reflect a systems approach to ecosystem protection for the NHS and Water Resource System. • Climate resilience, minimizing cumulative effects and watershed health should be integrated into goals. • Clarify what is meant by “recognizing the distinction between Urban Areas and areas where agriculture and open space predominate” regarding the Greenlands System. Is the Natural Heritage System intended to be treated differently in the two areas? • Encouraging development that utilizes land efficiently is a good goal but should be modernized to require the efficient use of land, protection and enhancement of natural resources, and prioritization of intensification. • Recommend updating third bullet of broad land use goals with the wording: “Protect and enhance the features and functions of the Natural Heritage System and the Water Resources System.” to reflect the systems approach. • Suggest providing a definition of “stewardship” and consider rewording fifth bullet of broad land use goals to read 	<ul style="list-style-type: none"> • Comments noted by staff.

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	<p>“encourage the conservation and stewardship of watershed features and functions”.</p> <ul style="list-style-type: none"> • In the last bullet of broad land use goals, suggest clarification of which resources are being protected or combining with another goal. • Suggest adding goals related to Natural Heritage System and Water Resource System as connected and encouraging a systems approach to protection. • Suggest adding a goal statement that supports the establishment and future management of a nature reserve on the lands surplus to the Port Granby Project. 	
003-03 Conservation Authorities Joint Submission	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> • Environment specific goals comments include: • Suggest enhancing first environment goal to include restoration and enhancement, as well as including reference to ecosystem goods and services. • Suggest modifying the second environment goal to “excellence in community planning and ecological design that enhances the regional landscape, public health and safety and protects and enhances air, water and land resources” and also including reference to minimizing pollution “and consumption” of resources to protect them. • Suggest modifying the last environment goal to include “present” and future generation. 	<ul style="list-style-type: none"> • Comments noted by staff.
003-04 Conservation Authorities Joint Submission	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> • Greenlands System specific goals comments include: <ul style="list-style-type: none"> ○ The CAs support the first goal which includes connections through the urban system. ○ Suggest modifying the second Greenlands System goal to ensure it highlights the need for a systems approach to natural heritage planning and restoration, ecosystem 	<ul style="list-style-type: none"> • Comments noted by staff.

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	<p>services benefits, and the incorporation of green infrastructure into the design of the NHS, especially in the urban areas.</p> <ul style="list-style-type: none"> ○ Suggest modifying the third Greenlands System goal to “compatible recreational activities that do not negatively impact the features and functions of the Natural Heritage System.” Note: conflicts can arise in the ability to protect the integrity of the NHS when there is insufficient greenspace to accommodate the recreational needs of residents. ○ Suggest adding a Greenlands System goal of “no net loss” of the Greenland System, and achieve a net gain where ecosystem compensation is to be implemented. ○ Suggest adding a Greenlands System goal pertaining to the Durham 5 Million Trees program and associated tree canopy targets. 	
003-05 Conservation Authorities Joint Submission	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> ● Invasive species could be addressed in multiple locations throughout the ROP. ● Suggest including a comprehensive definition of invasive species. ● Reference should be made to the Invasive Species Act, 2015 and any related provincial programs and policy. ● The ROP should provide support for the implementation of AM and CA strategies and initiatives pertaining to invasive species as well as support their consideration through planning. ● Policies should be included in the ROP requiring that proposed developments adjacent to natural features provide appropriate buffers that are revegetated with native species and undertake invasive species management for adjacent natural areas as a condition of approval. 	<ul style="list-style-type: none"> ● Proposed policy directions would establish a policy suite specific to invasive species management, including policies that support municipalities and conservation authorities in invasive species management and promote the use of native species.

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	<ul style="list-style-type: none"> • A policy should be included to promote monitoring of emerging invasive species to inform future management and environmental restoration actions, especially since invasive species are likely to be better able to adapt to changing climatic conditions and more frequent extreme weather events than native ecosystems. • Policies that support the use of native species in development activities and building resilience in natural environments to withstand the impacts of invasive species should be considered. • The Region should consider creating a Region wide invasive species management plan, including actions related to Regional and area municipal ditching operations and property (e.g., road right-of-ways), and a focus on best management practices such as the Clean Equipment Protocol. 	
003-06 Conservation Authorities Joint Submission	<p>Responding to Discussion Question #3:</p> <ul style="list-style-type: none"> • The Region can include high-level ROP policies requiring area municipalities to have detailed policies to address all aspects of the provincial Excess Soil Management Policy Framework (MOECC, 2016). • The ROP should provide high-level support and policy direction that furthers the intent of local fill by-laws in a coordinated manner or develop a Regional by-law with a common set of standards. • The Region could play a key role in accounting for excess soil generated from projects occurring within the region by assisting regional-scale master planning for beneficial re-use of excess soil. This would include locating appropriate sites for temporary storage and processing, identifying areas in need of excess soil for future projects/opportunities. • The Region could proactively identify excess soil receiving sites and generate reference mapping. Alternatively, the Region 	<ul style="list-style-type: none"> • The new ROP will conform to excess soil policies within the provincial plans, informed by Ontario Regulation 406/19 and the Excess Soil Management Policy Framework. • Proposed policy directions address updates to local fill by-laws and site plan control for new/expanded sites, soil re-use and conservation and regional operations.

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	<p>could establish a policy framework with principles for guiding appropriate excess soil placement through the planning process.</p> <ul style="list-style-type: none"> • The CAs encourage the Region to develop corporate excess soil management policies and an associated ROP policy to direct its own fill generation and management/reuse activities as part of water, wastewater, road, transit and other regional facility infrastructure projects. • Encourage or require area municipalities to develop soil re-use strategies as part of planning for growth, development, and the update of site alteration by-laws to include regulated areas • It is recommended that the ROP include, and perhaps require, specific land uses to facilitate soil reuse facilities within appropriate areas within or adjacent to the growth centres. • In addition to considering excess soil policies, policies could promote or require soil conservation on source sites through the use of low impact development techniques that require less landform alteration, unlike traditional stormwater management construction techniques. • The ROP could require a Planning Act approval for the establishment of new receiving sites/fill operations within the Region that would require coordination with the CAs. • The CAs recommend the region convene additional CA and area municipal sessions to discuss Excess Soil. 	
003-07 Conservation Authorities Joint Submission	<p>Responding to Discussion Question #4:</p> <ul style="list-style-type: none"> • Septage application could potentially be controlled through a Regional bylaw. • ROP policies should further consider restricting septage application within certain key hydrologic areas (e.g., flood plains, highly vulnerable aquifers), while recognizing the use of 	<ul style="list-style-type: none"> • Septage spreading is regulated by the province through the Environmental Compliance Approval (ECA) process. • The new ROP will contain source protection policies in conformity with the applicable source protection plans.

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	treated/regulated septage as a nutrient source for plant growth.	
003-08 Conservation Authorities Joint Submission	<p>Responding to Discussion Question #5:</p> <ul style="list-style-type: none"> • The CAs encourage inclusion of ROP polices related to ecosystem compensation and encourage area municipalities to include policies in their official plans with a focus on avoiding loss; application of compensation to municipal and regional projects; and compensation occurring in the general area being compensated for. • ROP policies could refer to CA protocols and Guidelines (e.g. TRCA's Guideline for Determining Ecosystem Compensation (2018) and LSRCA Ecological Offsetting Policy 2017 (revised May 2019). • ROP policies should place more emphasis on replacing the loss of features rather than on determining their monetary value. • The ROP should also require that Regional infrastructure projects comply with ecosystem compensation policies and encourage area municipalities to develop similar policies. • The ROP could encourage the development of a comprehensive green infrastructure (GI) asset management plan (AMP). 	<ul style="list-style-type: none"> • Proposed policy directions support ecosystem compensation as an EIS requirement, with focus on remediation and replacement, and financial compensation as a last resort.
003-09 Conservation Authorities Joint Submission	<p>Responding to Discussion Question #6:</p> <ul style="list-style-type: none"> • At a minimum, high level directions or goals should be made in the ROP to support the use of Traditional Ecological Knowledge in land-use planning decisions. • Policies that facilitate impact studies should also include a requirement to consult with indigenous communities. • Consideration should be given to having a treaty map in the ROP. 	<ul style="list-style-type: none"> • Proposed policy directions support considerations for Traditional Ecological Knowledge in appropriate contexts, encourage Indigenous history in community design and identify requirements for Indigenous engagement.

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	<ul style="list-style-type: none"> • The Region should work directly with Indigenous communities in day-to-day practice to identify specific mechanisms for including Traditional Ecological Knowledge into land use decisions and their supporting policies. • Consideration should be given to creating policies that incorporate indigenous history and presence in the design of communities. 	
003-10 Conservation Authorities Joint Submission	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> • The Region could consider policies to enable the ongoing tracking of ROP performance through the development of key performance indicators (KPI). Peel Region's report can be referred to as an example. • The Region should continue/augment, the annual budget allocation to the land securement fund (including funds for management of secured lands) and to the implementation of stewardship projects on private land. • ROP policies should reflect and support watershed plan recommendations and targets for stewardship and enhancement, which could be further supported through a dedicated stewardship fund. • Consideration should be given to providing incentives to landowners to protect ecosystem services (e.g. ALUS and property tax credits). • Consider establishing an Urban Forest Strategy and working group. • The Region can consider more inclusive and equitable approaches to engagement, including policies that better facilitate citizen involvement in greenspace governance. • Tree planting opportunities and prioritization based on multiple ecosystem services should be highlighted in the ROP (e.g. Clarington Trees for Rural Roads). 	<ul style="list-style-type: none"> • Key Performance Indicators (KPI) will be developed and monitored. • Proposed policy directions include encouragement and support for environmental stewardship. • Comments related to the annual budget allocation, land securement fund, and incentives for landowners were also forwarded to the Finance Department, which prepared this response: <ul style="list-style-type: none"> ○ The Region's Land Acquisition Funding Policy for Conservation Authorities provides guidelines for providing funding to Conservation Authorities for the acquisition of land. ○ The Region regularly reviews the financial sustainability of the Region's Land Acquisition Reserve Fund to ensure adequate funding to meeting the long-term projected land acquisition needs identified by Conservation Authorities in their land acquisition programs. ○ To assist Conservation Authorities in addressing land management/maintenance costs, Regional Council in 2018 approved the establishment of new dedicated annual funding to conservation authorities for land management expenditures on their properties located within Durham

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	<ul style="list-style-type: none"> • The CAs also recommend that the ROP highlight and emphasize support for other stewardship opportunities, such as improving wildlife connectivity through road ecology initiatives, habitat protection initiatives, and invasive species management that are ongoing across the watersheds. • The Region may wish to explore establishing a common Durham Region standard or level of service for stewardship programs amongst the CAs serving the region. • The Region may wish to explore educating Regional staff, especially frontline staff, on the programs and services that exist so that information is communicated efficiently to the public. Also, consider supporting stewardship information dissemination via the Regional website and other media avenues. • The Region may wish to explore implementing organization/operational best management practices to be stewards of their own properties, facilities, infrastructure and programs. 	<p>Region. This is a unique funding envelope that Durham Region provided to our five Conservation Authorities.</p> <ul style="list-style-type: none"> ○ Provincial property tax legislation provides incentives for properties located in the farmland and managed forest property tax classes. • Comment related to standard level of service for stewardship programs was also forwarded to the CAO's Office, Sustainability section, which prepared this response: <ul style="list-style-type: none"> ○ We are currently working in collaboration with the CAs to develop a coordinated stewardship proposal to bring to Regional Council for consideration.
003-11 Conservation Authorities Joint Submission	<p>Responding to Discussion Question #8:</p> <ul style="list-style-type: none"> • Opportunity to replace the MOSA designation with a more refined upper tier regional NHS based in part on the regional-scale system established by the province ORMCP's Natural Core Areas and Natural Linkage Areas and the Greenbelt Plan's Natural Heritage System policy overlay. • Refine and enhance a regional-scale NHS for lands within the Urban Area Boundary using information sources from existing Environmental Protection/Greenlands Designations in area municipal Official Plans and CA data sets (including watershed plan mapping), for example valleyland top of bank data and Natural Heritage System refinements, where available. 	<ul style="list-style-type: none"> • The new ROP will establish a regional NHS overlay comprised of the Greenbelt NHS, Oak Ridges Moraine Natural Core and Natural Linkage Areas outside of the urban boundary and a combination of conservation authority and area municipal NHS data for urban areas. Underlying features mapping will also be updated. A regional NHS review process is currently underway.

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	<ul style="list-style-type: none"> • Carefully consider the interface between a new Regional NHS designation; a new Regional Prime Agricultural Areas designation; Area municipal NHS mapping; and how clarity of policy intent will be expressed in the ROP. • Additional schedules in the ROP could then include: <ul style="list-style-type: none"> ○ Watersheds/Water Resource System Schedule(s) showing detailed feature level data for Key Hydrologic Features and Key Hydrologic Areas. ○ Key Natural Heritage Features Schedule(s) showing detailed feature information for Key Natural Heritage Features, Key Hydrologic Features and Areas. 	
003-12 Conservation Authorities Joint Submission	<p>Responding to Discussion Question #9:</p> <ul style="list-style-type: none"> • The CAs suggest that a Tourist Activity/Recreational Node designation could provide additional clarity around the integration of environmental and other uses in the context of natural heritage, water resource systems and features. • It will also allow proactive, strategic and comprehensive discussions around multiple objectives and priorities that are critical in these areas that will continue to see the increased pressures of urbanization. 	<ul style="list-style-type: none"> • Proposed policy directions recommend removal of the Tourist Activity/Recreational Nodes designation while continuing to support such uses through economic development initiatives and strategies at the regional and local level. The intent of these policies will remain through the Waterfront Areas designation, which is supportive of the objectives of the Tourist Activity/Recreational Nodes.
003-13 Conservation Authorities Joint Submission	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> • Linkage areas should be a component of targeted NHS and/or be highlighted for specific management action where they cannot be directly included in the NHS. • As it relates to Open Space Linkages: <ul style="list-style-type: none"> ○ Open Space Linkage policies should remain in the ROP. ○ If the intent is to protect the features and functions of the Iroquois Shoreline, then it should be renamed to reflect this and expanded to cover the entire Iroquois Beach (the width and extent to be determined through Provincial shapefile for this geological feature). 	<ul style="list-style-type: none"> • Proposed policy directions outline that existing linkages will be included in the regional NHS and encourage area municipalities to further identify linkages and enhancement areas within their official plans. • The Waterfront Areas designation, where the current Waterfront Linkages are located, supports habitat, natural heritage and species protection. These and Open Space Linkages will be brought into the new natural heritage system.

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	<ul style="list-style-type: none"> ○ Policies should discuss the need to protect and restore the ecological and hydrological functions of the feature and this should include maintaining and improving ecological connectivity through this critically important east-west corridor. ● As it relates to Waterfront Linkages: <ul style="list-style-type: none"> ○ The CAs recommend that Waterfront Linkage policies remain and be strengthened to encourage restoration within one kilometre of the waterfront and recognize the waterfront for migratory birds. ○ Identifying potential future linkages around existing impediments to wildlife movement across the waterfront would be helpful in guiding on-the-ground management and ensuring continuity of the waterfront trail. ○ It is recommended that policies be strengthened to ensure that any land use changes are compatible with the environmental protection objectives for these areas. ○ There should be a stronger discussion about and consideration of shoreline hazards and what appropriate setbacks are needed to protect new development and infrastructure from high water levels. ● As it relates to East-West Linkages: <ul style="list-style-type: none"> ○ Consider adding a Schedule to the ROP showing important broad landscape level ecological corridors and inclusion of strong policy language to protect these corridors. ○ Suggest inclusion of policies encouraging utility companies to accommodate meadow restoration within their right-of-ways and/or including these areas on a Schedule would further support these important east-west linkages. 	
003-14 Conservation	Responding to Discussion Question #11:	<ul style="list-style-type: none"> ● Proposed policy directions include the establishment of a regional NHS and Water

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<p>Authorities Joint Submission</p>	<ul style="list-style-type: none"> • In order to protect and enhance significant woodlands, the CA recommend: <ul style="list-style-type: none"> ○ That there be strong protection policies for the NHS (and key natural heritage features and areas) and Water Resource System (and key hydrologic features and areas). ○ More detailed work to identify specific targets and appropriate woodland restoration areas, should be undertaken as part of watershed planning. ○ The CAs strongly encourage the Region to follow through on ROP Policy 2.3.19a, which speaks to conducting a woodlands inventory to identify significant woodlands. ○ Suggest inclusion of language to recognize urban tree canopy in addition to woodlands. ○ The ROP can provide a policy (or policies) for establishing both woodland and urban canopy cover targets in partnership with area municipalities through the implementation of urban forest studies. • Other measures could include OP policies that: <ul style="list-style-type: none"> ○ Support land acquisition of important woodland parcels. ○ Strive to meet or exceed the goal of the 5 Million Trees Program. ○ Promote education of residents on the value of trees and woodlands in mitigating and adapting to climate change. ○ Explore the use of property tax credits/rebates for the protection of woodlands. ○ Encourage the Region to adopt the Woodland Conservation By-law, to ensure resources are available to implement it effectively, and to work with the area municipalities and the CAs to ensure a coordinated, comprehensive and efficient approach to woodland protection. 	<p>Resources System (WRS), with associated policy suites that focus on protection, enhancement and restoration.</p> <ul style="list-style-type: none"> • A Significant Woodlands and Significant Valleylands Study is underway that will identify criteria and map significant woodlands and valleylands across the region. • While the Durham Five Million Trees program is no longer operational, proposed policy directions include the establishment of a regional tree canopy target as part of a Forest Management Plan, or similar study. • The Regional Woodlands By-Law has been adopted and proposed policy directions encourage area municipalities to adopt their own tree by-laws for woodlots smaller than what is covered by the Region’s by-law. • Additional proposed policy directions recognize the connection between natural heritage and mitigating and adapting to climate change and encourage and support stewardship efforts.

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Submission Number and Name	Description of Submission	Regional Staff Response
003-15 Conservation Authorities Joint Submission	<p>Responding to Discussion Question #12:</p> <ul style="list-style-type: none"> • There should be a policy direction for region-wide targeted systems comprised of an integrated area municipal and CA derived NHS. • There could be other targets for key natural heritage features, such as wetlands (both unevaluated and provincially significant), based on targets set in watershed plans, the Lake Simcoe Protection Plan, or other evidence-based guidance. • A no net loss, ecosystem compensation, or net gain policy could also be incorporated into these targets. • Monitoring of these targets should be part of regular reporting. 	<ul style="list-style-type: none"> • Comment about a regional targeted system is noted by staff. • Proposed policy directions would evaluate the regional woodlands cover target based on the outcomes of a Significant Woodlands Study (underway) and establish a target of no net loss of wetlands. More specific watershed-based targets are established in watershed plans. These targets will be monitored. • Additional proposed policy directions support ecosystem compensation that contributes to no net loss of the region’s natural heritage system.
003-16 Conservation Authorities Joint Submission	<p>Responding to Discussion Question #13:</p> <ul style="list-style-type: none"> • It is recommended that the region undertake an inventory of existing policy across area municipalities and consider options for regional standard VPZ minimums with ultimate width still being confirmed by an EIS. • ROP policies should be updated to allow for a 30 metre VPZ along features at the boundary of the NHS (as used in the Carruthers Creek Watershed Plan). 	<ul style="list-style-type: none"> • Proposed policy directions require area municipalities to establish minimum vegetation protection zones within their official plans, if they have not already done so.
003-17 Conservation Authorities Joint Submission	<p>Responding to Discussion Question #14:</p> <ul style="list-style-type: none"> • The ROP should support and facilitate the extensive NHS planning that has recently been undertaken by area municipalities as part of their conformity exercises. • Establish a requirement in the ROP that existing area municipal scale NHS policy and mapping be updated and refined at the time of ROP conformity at the local area municipal scale. • Suggest the ROP implement and conform to the provincial Plans by establishing a regional Natural Heritage System based in part on the regional-scale system established by the province through the ORMCP’s Natural Core Areas and Natural Linkage 	<ul style="list-style-type: none"> • The new ROP will establish a regional NHS overlay that adopts, in part, area municipal NHS data where it has been delineated. Outside the urban area the regional NHS will be comprised of the Natural Core and Natural Linkage Areas of the ORMCP and Greenbelt NHS. Updates to underlying features mapping is also underway. • Proposed policy directions require area municipalities to update or establish an NHS in their official plans and continue to support watershed plan updates.

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Submission Number and Name	Description of Submission	Regional Staff Response
	<p>Areas and the Greenbelt Plan’s Natural Heritage System policy overlay.</p> <ul style="list-style-type: none"> • Support protection of significant features through research by commissioning study work (mapping) for the regional geography that would determine common Durham Region criteria and thresholds for protection, management and mapping of all significant features identified in the PPS. • Continued financial and policy support for watershed plan updates is needed to address protection of additional features beyond significant features listed in the PPS, including all other natural heritage and hydrologic features, watershed scale NHSs, water resource systems and areas and natural hazards. • CAs suggest the Regional Structure schedule contain a Regional NHS designation, as well as additional schedules including: <ul style="list-style-type: none"> ○ Watersheds/Water Resource System Schedule(s) showing detailed feature level data for Key Hydrologic Features and Key Hydrologic Areas; and ○ Key Natural Heritage Features Schedule(s), replacing current ROP Schedule B and providing maps with detailed feature information for Key Natural Heritage Features, as identified in the Provincial Plans and further informed by updated mapping for significant features undertaken by the Region. 	<ul style="list-style-type: none"> • Comment about suggested mapping for the new ROP is noted by staff.
003-18 Conservation Authorities Joint Submission	<p>Responding to Discussion Question #15:</p> <ul style="list-style-type: none"> • Establishing and protecting a NHS from development and human habitation is likely the most effective means of protecting people from the hazards of wildland fires. • Recommend policies recognizing wildland fires as “natural hazards” should consider Provincial direction on all matters of public interest, including the protection of natural features. 	<ul style="list-style-type: none"> • Proposed policy directions identify wildland fire as a risk to public health and safety and suggests assessment of hazardous forest types for wildland fire as part of an EIS with mitigation applied at the area municipal level.

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	<ul style="list-style-type: none"> Natural hazard policies for flood and erosion hazards should also be included and be in accordance with section 3.1 of the PPS. ROP should include policies to ensure that municipalities work with landowners to develop fire management plans to protect people in high-risk areas from these natural hazards. 	
003-19 Conservation Authorities Joint Submission	<p>Responding to Discussion Question #16:</p> <ul style="list-style-type: none"> The ROP needs to take the lead role in identification and protection of an NHS, then direct area municipal Official Plans to do the same with more detailed policies and mapping. Policies should require dedication of environmental lands to a public agency through the planning process. The Region should establish a permanent natural hazard lands acquisition/management fund that enables the transfer and management of high-risk private lands into public ownership to address ongoing and increasing risks to the public due to climate change. 	<ul style="list-style-type: none"> The new ROP will establish a regional NHS overlay with a focus on protection, enhancement and restoration. Proposed policy directions encourage the transfer of hazard lands to public agencies. Comments on land acquisition funding were also provided to the regional Finance Department, which prepared this response: The Region provides funding for the acquisition of conservation lands under the Region’s Land Acquisition Funding Policy for Conservation Authorities.
003-20 Conservation Authorities Joint Submission	<p>Responding to Discussion Question #17:</p> <ul style="list-style-type: none"> The CAs recommends a number of best practice guidelines that the Region could consider when updating EIS policies (refer to submission). Consider conservation authority policies in this regard (EIS), such as The Living City Policies. The name of EISs could be changed to Natural Heritage Impact Studies. Consider fill operations in EIS policies. Exemptions to requiring EISs could be provided in certain cases (e.g., buffers are achieved) or the studies could be scoped. 	<ul style="list-style-type: none"> Proposed policies related to Environmental Impact Studies will be presented for consultation as part of the draft new ROP. Comments noted by staff for consideration in the development of these policies.

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	<ul style="list-style-type: none"> • The Region’s EIS guidelines should be made more available/known and should be structured so that consultants can easily follow the guidelines and allow for facilitated review. • Consideration should be given to stating that inventories for EIS’ should follow a standardized protocol so that the information gathered can be accurately compared with existing data in adjacent areas and to ensure that the data that is collected is done in a professional and standardized manor. • Information gathered through an EIS should be submitted to commenting parties (e.g. shapefiles and the field notes). This information will help in updating municipal and CA data as well as verify the accuracy of information within the EIS report. • Traditional Ecological Knowledge could also be required as part of the EIS. 	
003-21 Conservation Authorities Joint Submission	Responding to Discussion Question #18: <ul style="list-style-type: none"> • The manufacture, storage, and transport of hazardous substances in Well-Head Protection Areas identified through Source Water Protection planning should also be considered. 	<ul style="list-style-type: none"> • Policies that implement applicable source protection plans will be included in the new ROP, in consultation with the Region’s Risk Management Official.
003-22 Conservation Authorities Joint Submission	Responding to Discussion Question #19: <ul style="list-style-type: none"> • The CAs recommend more emphasis on the interconnectedness of the natural areas (NHS and WRS) with the overall landscape and management actions and implementation to better integrate the multiple objectives of the Greenlands System and associated components. 	<ul style="list-style-type: none"> • The new ROP will recognize the connection between the NHS and WRS within both goals and policies of the Protected Greenlands System chapter.
003-23 Conservation Authorities Joint Submission	<ul style="list-style-type: none"> • Need greater recognition of the link between the natural environment and stormwater, water, and wastewater planning at the region. • A coordinated approach to planning for sustainable water use should be within the scope of policy updates, perhaps tied to a list of all study requirements to be fulfilled at future stages of development and infrastructure planning. 	<ul style="list-style-type: none"> • Proposed policy directions encourage low impact development and water conservation as part of climate resilient development.

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003-24 Conservation Authorities Joint Submission	<ul style="list-style-type: none"> Certain key areas and features identified as important but having limited policy direction should be included in the Region’s designation such as meadows. Additional supporting policies to promote the delineation of these important areas proactively, such as through watershed planning, could ensure that these areas do not fall through the cracks in the planning process. 	<ul style="list-style-type: none"> Comments noted by staff.
003-25 Conservation Authorities Joint Submission	<ul style="list-style-type: none"> The Region should ensure that a connection is made between natural heritage management and managing the risk associated with natural hazards. Conservation and restoration/enhancement of natural heritage and water resources work towards increasing resilience to the impacts of urbanization and the compounding effects of climate change should be highlighted. 	<ul style="list-style-type: none"> Proposed policy directions recognize the importance of protecting, restoring and enhancing the natural environment in the management of natural hazards.
003-26 Conservation Authorities Joint Submission	<ul style="list-style-type: none"> Confirming the value and function of the NHS in the context of climate change and carbon sequestration so that potential impacts to the NHS are fully considered. 	<ul style="list-style-type: none"> The new ROP will recognize the NHS for its contributions to climate change adaptation, mitigation and resilience.
003-27 Conservation Authorities Joint Submission	<ul style="list-style-type: none"> Mapping all water and environmental features defined in the PPS. Resources should be allocated by the Region to assist the CAs in accomplishing this work over coming years. 	<ul style="list-style-type: none"> Comments noted by staff.
003-28 Conservation Authorities Joint Submission	<ul style="list-style-type: none"> Low impact development (LID) measures will need to become ‘business as usual’ which will require a lot of training for agency staff, modernization of engineering standards and urban design guidelines in order to accommodate LID best management practices on public lands and within the right of ways. 	<ul style="list-style-type: none"> Comments noted by staff.
003-29 Conservation Authorities Joint Submission	<ul style="list-style-type: none"> Provide zoning to accommodate floodplain hazards within passive park areas to make efficient use of land. 	<ul style="list-style-type: none"> Comments noted by staff.

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003-30 Conservation Authorities Joint Submission	<ul style="list-style-type: none"> Considering aggregate extraction and rehabilitation to better connect sites (e.g. Boundary Road/Mosport Road). 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions related to aggregate resource extraction areas.
003-31 Conservation Authorities Joint Submission	<ul style="list-style-type: none"> Additional consideration could also be provided for updates to the PPS in relation to aggregate extraction in environmental features; potential new policies for natural hazards; and policies for cultural heritage landscapes. 	<ul style="list-style-type: none"> ROP policies will be in conformity with the PPS and other relevant provincial plans.
003-32 Conservation Authorities Joint Submission	<ul style="list-style-type: none"> Consider incorporating the concept of ecological design. 	<ul style="list-style-type: none"> Comments noted by staff.
003-33 Conservation Authorities Joint Submission	<ul style="list-style-type: none"> TRCA recommends reviewing its Trail Strategy for the Greater Toronto Region, which demonstrates how the trails within Durham are a part of an even larger network of trails. TRCA recommends that The Great Trail (Trans Canada Trail) and the trails within Rouge National Urban Park be recognized as being trails of national significance. The profile piece on The Waterfront Trail should acknowledge the contribution of the CAs in addition to the five lakeshore municipalities in bringing the trail to fruition. Policies regarding road ecology best practices should be included in the ROP. 	<ul style="list-style-type: none"> A new Active Transportation map schedule in the ROP is proposed, based on the updated Primary Cycling Network from the Regional Cycling Plan Update and the Regional Trail Network in the Durham TMP. The map schedule is intended to support active transportation in the ROP, including through proposed policy directions. The Regional Cycling Plan Update has expanded the Primary Cycling Network to include Province-wide Cycling Network, which includes the Waterfront Trail and The Great Trail, for example. It also proposes ways to address gaps for multi-use paths on Regional roads that are part of the Primary Cycling Network. The importance of these trail connections as part of a broader network in the GGH and southern Ontario is noted and will be considered in the

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		wording of specific objectives and policies in the new ROP.
003-34 Conservation Authorities Joint Submission	<ul style="list-style-type: none"> Many CA lands could be considered as Tourist Activity/Recreational Nodes or Waterfront Places. 	<ul style="list-style-type: none"> Proposed policy directions recommend the removal of the Tourist Activity/Recreational Nodes designation while continuing to support such uses through economic development initiatives and strategies at the regional and local level. Area municipal official plans would be the appropriate place to identify these sites.
003-35 Conservation Authorities Joint Submission	<ul style="list-style-type: none"> There should be discussion about the ROP policies directed at the Region’s own operations, such as transportation, linear water and wastewater infrastructure and treatment facilities that now need to be informed by watershed planning. Stormwater capture and storage and soil reuse should also be considered here. 	<ul style="list-style-type: none"> Comments noted by staff.
003-36 Conservation Authorities Joint Submission	<ul style="list-style-type: none"> Ecological integrity is broader than species at risk and there is a definition in the Greenbelt Plan for reference. 	<ul style="list-style-type: none"> Comments noted by staff.
003-37 Conservation Authorities Joint Submission	<ul style="list-style-type: none"> Wetlands should be recognized for their role in removing carbon dioxide from the atmosphere. 	<ul style="list-style-type: none"> Proposed policy directions recognize wetlands for their role in carbon sequestration.
003-38 Conservation Authorities Joint Submission	<ul style="list-style-type: none"> Is the Region proposing a Natural Heritage System? 	<ul style="list-style-type: none"> The new ROP will establish a regional NHS; this review process is currently underway.

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003-39 Conservation Authorities Joint Submission	<ul style="list-style-type: none"> There is a confirmed cluster of small alvars in Brock Township (as shown in LSRCA landcover map and the Ontario landcover map). 	<ul style="list-style-type: none"> Comments noted by staff.
003-40 Conservation Authorities Joint Submission	<ul style="list-style-type: none"> Regarding Watershed Planning, Table 2 in the discussion paper should be revised to include the 2012 update to the Uxbridge Brook watershed plan. 	<ul style="list-style-type: none"> Comments noted by staff.
004-01 Ministry of Environment, Conservation and Parks (MECP)	<ul style="list-style-type: none"> MECP is interested in being kept informed of VPZ discussions and whether further guidance is desirable. 	<ul style="list-style-type: none"> Comments noted by staff.
004-02 MECP	<ul style="list-style-type: none"> Due to variation across provincial plans related to stormwater and sewage, ensure the most restrictive policy is applied within the LSPP area. 	<ul style="list-style-type: none"> Comments noted by staff.
004-03 MECP	<ul style="list-style-type: none"> Policy 6.40 of the LSPP addresses EIS in the context of SGRAs and SSWCAs, however, requirements aren't discussed. MECP is interested in understanding what enhanced EIS requirements would look like for recharge areas. 	<ul style="list-style-type: none"> The new ROP will identify where to find the enhanced requirements for EISs within the Lake Simcoe Protection Plan (LSPP).
004-04 MECP	<ul style="list-style-type: none"> Suggest consideration of implications of changes to Official Plan policies that may conflict with enabling provincial legislation for septage (Environmental Protection Act/Nutrient Management Act). 	<ul style="list-style-type: none"> Septage sites will be regulated in conformity with provincial policy.
004-05 MECP	<ul style="list-style-type: none"> Region may consider providing policies within the ROP or support for lower-tier OP policies regarding the management of excess soil, consistent with the latest regulatory framework. 	<ul style="list-style-type: none"> Excess soil policies will be implemented in the new ROP in conformity with the provincial plans and will consider provincial regulations and guidance.

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004-06 MECP	<ul style="list-style-type: none"> The Region may also wish to consider the powers available to it under the Municipal Act to support the enforcement of soil by-laws. 	<ul style="list-style-type: none"> All area municipalities have and enforce local site alteration/fill by laws. Proposed policy directions encourage updates to these by-laws to reflect new provincial regulations and guidance.
004-07 MECP	<ul style="list-style-type: none"> Consider broadening consideration of contamination in the ROP to include groundwater and/or sediment contamination or broaden definition of "site contamination" consistent with the Region's SCP and pending update. 	<ul style="list-style-type: none"> The new ROP will clarify the groundwater and soil requirements of the Region's Site Contamination Protocol.
004-08 MECP	<ul style="list-style-type: none"> Suggest the Region stay apprised of any actions coming out of the "Reducing Litter and Waste in Our Communities" Discussion Paper released for comment in March 2019. 	<ul style="list-style-type: none"> Comments noted by staff.
004-09 MECP	<ul style="list-style-type: none"> Suggest the Region stay apprised of any actions coming out of the "Modernizing Ontario's Environmental Assessment" Discussion Paper released for comment in April 2019. 	<ul style="list-style-type: none"> Comments noted by staff.
005-01 Rescue Lake Simcoe Coalition (RLSC)	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> We recommend strengthening the wording of the ROP's goals for the Environment and Greenlands System to present active commitments and adding all relevant ecological targets from municipal and provincial policies. This would include a specific goal of maintaining an amount of High-Quality Natural Cover (HQNC) in the area of Durham that falls within the Lake Simcoe Watershed consistent with the Lake Simcoe Protection Plan (LSPP) target of 40% HQNC in the watershed. We recommend the Region review official projections of regional climate change impacts and consider their implications in all land use policy and decision-making. 	<ul style="list-style-type: none"> Suggested policy revisions noted by staff.

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	<ul style="list-style-type: none"> • Goals should reflect Regional Council’s recent declaration of a climate emergency and commit to doing what is necessary to significantly mitigate the impacts of climate change. • Suggested changes include: <ul style="list-style-type: none"> ○ 1.2.1 (a) a) to plan growth so that it occurs in an orderly and sustainable fashion; ○ 1.2.1 (b) to prevent degradation of the natural environment and heritage of the Region; ○ 1.2.1 (g) to manage the resources in the Region in an orderly, efficient, responsible and environmentally sustainable manner. ○ 1.3.1 (a) planning to fulfil the distinct needs of Urban Areas and areas where agriculture and open space predominate; ○ 1.3.1 (b) encouraging development patterns that utilize land efficiently, and providing guidance and technical assistance to that end; ○ 1.3.1 (c) preventing adverse effects on significant features and functions of the natural environment resulting from development; ○ 1.3.1 (d) encouraging development that will not have adverse cumulative impacts on the natural, built and cultural environments, and that reflects adaptation to projected climate change impacts on these environments, and providing guidance and technical assistance to that end; ○ 1.3.1 (h) preventing the loss of agricultural lands and ensuring their efficient and sustainable use; ○ 1.3.1 (j) guiding, incentivizing and participating in stewardship of land; ○ 1.3.1 (l) developing the Region in a fiscally responsible manner, with due consideration for the financial value of 	

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	<p>ecosystem services and financial costs of unmitigated climate change impacts;</p> <ul style="list-style-type: none"> ○ 6 2.1.2 To incorporate good community planning and design that enhances the Regional landscape, minimizes pollution of air, water and land resources, mitigates the impacts of climate change and preserves large areas of high-quality natural cover. ○ 2.1.4 To align planning decisions with the understanding that there is a relationship between the natural and built environments, the principle of preserving resources and protecting the natural environment for future generations, and Traditional Ecological Knowledge. ○ 2.2.2 In the planning and development of the Region the cumulative impact on the environment shall be taken into account by assessing matters such as, but not limited to, the capacity of the natural environment to accommodate development, particularly ground and surface water resources, the maintenance of connected natural systems, impacts on environmental features and functions, climate change and the preservation of high quality natural cover. ○ 2.2.4 In the consideration of development applications, the impacts on surface water and groundwater resources shall be examined in order to maintain and/or enhance such resources in sufficient quality and quantity to sustain the integrity of ecosystems and meet existing and future needs of the Region's residents on a sustainable basis. ○ 2.2.5 add the following: f) required ecosystem services for quality of life, enhancement of the natural environment and adaptation to climate change. ○ 2.2.9 The use of various land securement tools will be pursued as a means of protecting and enhancing the 	

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	Region's natural environment, with priority given to areas of “high quality natural cover”.	
005-02 RLSC	<p>Responding to Discussion Question #4:</p> <ul style="list-style-type: none"> • Support the inclusion of septage policies and recommend limiting application of septage near water bodies or ground water sources. • Recommend consulting the Lake Simcoe Phosphorus Reduction Strategy when developing any regional regulation of septage application. 	<ul style="list-style-type: none"> • Septage spreading is regulated by the province through the ECA process. • The new ROP will contain source protection policies in conformity with the applicable source protection plans.
005-03 RLSC	<p>Responding to Discussion Question #5:</p> <ul style="list-style-type: none"> • Report on the value of natural capital in Durham Region, following the examples of the LSRCA and the Greenbelt Foundation • Encourage or financially incent landowners not to remove natural features on their properties that are not protected by law or land use policy • Emulate the LSRCA’s ecological offsetting policy 	<ul style="list-style-type: none"> • Proposed policy directions support ecosystem compensation as an EIS requirement, with a focus on remediation and replacement. Financial compensation is considered as a last resort.
005-04 RLSC	<p>Responding to Discussion Question #6:</p> <ul style="list-style-type: none"> • Mention TEK in ROP policies 2.2.1 and 2.2.2 • Make TEK a necessary consideration in development applications and approval processes. • Fund Indigenous communities to compile, document, digitize, and store TEK. • Develop and implement a consultation process so that Indigenous communities have oversight of all uses of TEK in land use decisions. • Engage and compensate Indigenous knowledge-holders to consult on the identification of the Region’s natural heritage system. 	<ul style="list-style-type: none"> • Proposed policy directions include considerations for Traditional Ecological Knowledge in appropriate contexts, encourage Indigenous history in community design and identify requirements for Indigenous engagement.

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005-05 RLSC	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> • Include direction to re-naturalize public areas adjacent to shorelines and streams to a minimum of 30 metres in the ROP. • Include direction to re-naturalize key linkages between areas of HQNC in the ROP. • Create programs to encourage and incent landowners to re-naturalize riparian areas, shorelines and linkages on their properties. • Consult watershed health reports prepared by conservation authorities to identify priority riparian areas for restoration. • Consult the LSRCA NH System and Strategy for further guidance on stewardship activities. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of proposed policy directions on environmental stewardship.
005-06 RLSC	<p>Responding to Discussion Question #8:</p> <ul style="list-style-type: none"> • Adopt the term “rural lands” to refer to open space areas in the ROP. 	<ul style="list-style-type: none"> • Proposed policy directions establish Rural Areas in accordance with the new provincial Agricultural System mapping.
005-07 RLSC	<p>Responding to Discussion Question #9:</p> <ul style="list-style-type: none"> • Align land use policy for Tourist Activity/Recreational Nodes with the LSPP in general and LSPP policy 6.1(g) in particular. 	<ul style="list-style-type: none"> • Proposed policy directions presented for consultation recommend the removal of the Tourist Activity/Recreational Nodes designation while continuing to support such uses through economic development initiatives and strategies at the regional and local level. • LSPP will be implemented in the new ROP according to Report #2011-P-76.
005-08 RLSC	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> • Continue to identify Open Space Linkages and Waterfront Links in the ROP. • Investigate and close any potential loophole that ROP 10.3.2 (c) allows in the protection of natural heritage in linkage areas. • Develop policies for linkage areas that comply with provincial policy. 	<ul style="list-style-type: none"> • The new ROP will establish a regional NHS that includes existing linkages. Proposed policy directions encourage area municipalities to identify additional linkages and enhancement areas as part of updates/refinements to their NHS. • The addition of Linkages to the regional NHS will ensure that the areas designated as Open Space

Environment and Greenlands System Discussion Paper Submissions – Agency Comments

Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> • Identify important linkage areas mapped by the LSRCA and the Province as Open Space Linkages. • Take into account the ecological diversity and function that will develop in the future on undeveloped land. • Use secondary plans to provide additional protections to linkages between natural features. 	<p>Links continue to be protected as per provincial policy requirements.</p> <ul style="list-style-type: none"> • The Waterfront Areas designation, where the current Waterfront Linkages are located, supports habitat, natural heritage and species protection.
005-09 RLSC	<p>Responding to Discussion Question #11:</p> <ul style="list-style-type: none"> • Adopt the forest cover target of the LSRCA NH System and Strategy. • Map and ground-truth forested areas and prioritize HQNC areas for protection. • Amend ROP section 2.3.19 to replace “will” with “shall”. • Incorporate land acquisition into the Region’s strategy for managing woodlands. 	<ul style="list-style-type: none"> • Proposed policy directions would evaluate the region’s woodlands cover target based on the outcome of the Significant Woodlands Study (underway) and consider the opportunity for the region to complete a Forest Management Plan.
005-10 RLSC	<p>Responding to Discussion Question #12:</p> <ul style="list-style-type: none"> • Adopt the natural heritage targets of the LSPP and reference them in the ROP. • Use development phasing policy to operationalize LSPP targets. • Reference ecological targets in the definition of Watershed Plan. 	<ul style="list-style-type: none"> • Proposed policy directions would evaluate the Region’s woodlands cover target based on the outcome of the Significant Woodlands Study (underway) and introduce a no net loss of wetlands target. More specific watershed-based targets are determined through watershed planning.
005-11 RLSC	<p>Responding to Discussion Question #13:</p> <ul style="list-style-type: none"> • Ensure ROP compliance with LSPP policies 6.1, 6.2, 6.4, 6.23, 6.24, 6.26, 6.27-29, 6.33, 6.43, 6.45. • Specify in the ROP that vegetation protection zones determined in accordance with Section 2.3.16 should be at least 30 metres when adjacent to Lake Simcoe. • Amend ROP Section 2.3.17 to include significant valleylands and natural areas abutting Lake Simcoe in the list of features requiring a minimum 30 metre vegetation protection zone. 	<ul style="list-style-type: none"> • The new ROP will implement the LSPP in accordance with the directions outlined in Planning and Economic Development Committee Report #2011-P-76 with the understanding that this may be changed based on the outcome of the province’s 10-year review of the LSPP (underway).

Environment and Greenlands System Discussion Paper Submissions – Agency Comments

Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> • Ensure delineation of the LSPP-protected Lake Simcoe Shoreline area and implementation of LSPP Shoreline policy in official plans. • Include in the ROP a policy similar to 10.C.2.1 to set out the requirements for development along the Lake Simcoe Shoreline contained in LSPP policies 6.3, 6.11, 6.26, 6.27 and 6.29. 	
005-12 RLSC	<p>Responding to Discussion Question #14:</p> <ul style="list-style-type: none"> • We recommend that the Region’s environmental mapping update include: • Adopting the LSRCA Natural Heritage as mapped in Figure 4.15, pg. 128 of the NH System and Strategy. To make the most of the ROP update’s impact on developing and mapping a robust natural heritage system, this may involve encouraging those municipalities that have not adopted it to do so. Pay particular attention to the need to naturalize riparian buffer zones. • Employing the MNRF’s technical definitions for the identification of HQNC and key natural heritage features. It is recommended that these definitions are embedded in the ROP for absolute clarity about how to appropriately assess natural heritage features in the Lake Simcoe watershed. • Mapping high quality natural cover by patch-size of 25 hectares plus, and encouraging municipalities to do the same. The Province’s mapping should be used as a starting point, and research should be undertaken to ground-truth features as necessary. • Encouraging municipalities to enact interim control bylaws to protect the mapped areas from rezoning or land use changes until natural heritage system identification research is complete. • Directing area municipalities to undertake natural heritage inventories, collaborating with Conservation Authorities to 	<ul style="list-style-type: none"> • The new ROP will establish a regional NHS overlay that is comprised of the Greenbelt NHS and aggregated boundaries of the ORMCP Natural Core and Natural Linkage areas outside of the urban area and conservation authority and area municipal NHS data within the urban area. Updates to regional features mapping is currently underway. • Proposed policy directions encourage area municipalities to update/establish their own NHS in their official plans and identify linkages and enhancement areas.

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Submission Number and Name	Description of Submission	Regional Staff Response
	<p>identify key features, linkages and restoration areas, and to update these inventories at a minimum every five years.</p> <ul style="list-style-type: none"> • Including all natural heritage features identified by area municipalities in Regional maps, and implementing a policy that Regional maps will be updated to include all such features identified by area municipalities in the future. • Directing municipalities to have regard for the ecological diversity and function that will develop in the future on undeveloped land when identifying their natural heritage systems. • Emphasizing the socioeconomic, cultural and ecological significance of the natural heritage system in the ROP and all other relevant policies and documents. 	
005-13 RLSC	<p>Responding to Discussion Question #16:</p> <ul style="list-style-type: none"> • We recommend partnership with local land trusts to coordinate the acquisition of priority properties for permanent protection. • Priority should be given to linkage lands and areas of HQNC, in particular patches of 25 hectares or more, that are not currently protected by provincial policy. • Area municipalities should also be encouraged to acquire land for protection. • Indigenous communities should be engaged in the acquisition process and co-management arrangements should be made as necessary. 	<ul style="list-style-type: none"> • This comment was forwarded to the Finance Department, which prepared this response: • The Region’s Land Acquisition Funding Policy for Conservation Authorities provides guidelines for providing funding to Conservation Authorities for the acquisition of land. • The Region regularly reviews the financial sustainability of the Region’s Land Acquisition Reserve Fund to ensure adequate funding to meet the long-term projected land acquisition needs identified by Conservation Authorities in their land acquisition programs.
005-14 RLSC	<p>Responding to Discussion Question #17:</p> <ul style="list-style-type: none"> • Recommended updating Section 2.3.43 of the ROP to state that Environmental Impact Studies will include, where required, natural heritage evaluations as prescribed in LSPP policies 6.3 and 6.25, similar to that section’s existing direction that EIS may include additional requirements for the ORMCP area. 	<ul style="list-style-type: none"> • A review of existing EIS policies is currently underway with specific policy determinations presented as part of the draft new ROP.

Environment and Greenlands System Discussion Paper Submissions – Agency Comments

Submission Number and Name	Description of Submission	Regional Staff Response
005-15 RLSC	Responding to Discussion Question #18: <ul style="list-style-type: none"> Consider climate change projections in land use compatibility assessments. 	<ul style="list-style-type: none"> A review of existing land use compatibility policies is currently underway with specific policy determinations presented as part of the draft new ROP.
005-16 RLSC	Responding to Discussion Question #19: <ul style="list-style-type: none"> Envision Durham must align all land use policies and decisions in the ROP with the trends and projected changes to Durham’s Greenlands System resulting from climate change. 	<ul style="list-style-type: none"> Climate change is a key consideration across all ROP policy topics.

Legend of Discussion Questions

Number	Discussion Question
1.	Are the current goals for the Environment and Greenlands System still relevant/appropriate?
2.	How can the ROP be revised to further help address the issue of invasive species?
3.	How can the Region best effectively support local implementation of excess soil policies?
4.	Should the Region include policies in the ROP restricting or limiting the land application of septage?
5.	Should policies regarding ecosystem compensation and valuation be included in the ROP through Envision Durham? If so, are there examples of best practices?
6.	How can the ROP support the consideration of Traditional Ecological Knowledge in land-use decisions?
7.	How can the ROP better support environmental stewardship efforts in Durham? What are other examples of best practices?
8.	Are there additional factors the Region should take into account when reconsidering the Major Open Space Areas designation?
9.	Do you feel that a separate Tourist Activity/Recreation Node designation is necessary in the ROP? If so, do you feel the policies should be enhanced or revised?
10.	Should Open Space Linkages and Waterfront Links continue to the identified in the ROP? If so, what additional areas should be identified and how could the policies associated with these areas be enhanced?
11.	How can the Region best support the protection and enhancement of significant woodlands in Durham?
12.	Should there be targets included in the ROP for other natural heritage and hydrologic features in addition to woodlands?
13.	Should the Region include more detailed policies prescribing minimum vegetation protection zones (where they are not otherwise prescribed by provincial policy)?
14.	Recognizing the two-tier municipal system, how should the Region best protect the natural heritage system, features, and areas in the ROP (overlay, designation, level of detail)?

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15.	How should the ROP address the issue of wildland fire hazards?
16.	What should the Region's role be in the protection of land for environmental purposes and how can the ROP provide further policy support for this?
17.	Are there any additional considerations or best practices that the Region should be considering when updating the Region's EIS policies?
18.	Are there any other land use compatibility issues the Region should be considering through Envision Durham?
19.	Have we missed any trends that you feel should be reviewed and considered in the Environment/Greenlands System context as part of Envision Durham?

Environment and Greenlands System Discussion Paper Submissions – Municipal Comments

Submission Number and Name	Description of Submission	Regional Staff Response
001-01 City of Oshawa	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> • The Environment and Greenlands System (EGS) goals in the current ROP are still relevant. • The ROP should recognize the EGS as an asset from a risk management perspective, and consider adaptation/mitigation measures, as well as negative influences on the EGS in its role as a natural asset. 	<ul style="list-style-type: none"> • Comments noted by staff.
001-02 City of Oshawa	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> • The ROP should support ongoing CA work to address invasive species by considering: <ul style="list-style-type: none"> • Promoting the benefits of plant labeling; • Providing mechanisms for rapid response to eradicate or manage new invasive species; • Providing guidance on invasive species prevention and mitigation; and • Providing guidance on best practices related to construction and road maintenance activities, so as not to encourage the growth of invasive species. 	<ul style="list-style-type: none"> • Proposed policy directions support ongoing conservation authority and area municipal programming related to invasive species management.
001-03 City of Oshawa	<p>Responding to Discussion Question #3:</p> <ul style="list-style-type: none"> • Staff note that City of Oshawa By-law 85-2006 controls the dumping of fill, removal of topsoil and alteration of grades. • Staff recognizes the need for large-scale fill sites to support major development projects, including municipal infrastructure projects. • In addition, the ROP should consider: <ul style="list-style-type: none"> ○ Policies that ensure that development proponents, including the Region are responsible for the management of their own excess soil generation (including disposal), and discourage site grading and drainage pattern changes unless it is necessary; 	<ul style="list-style-type: none"> • Proposed policy directions conform to the provincial plans and are informed by provincial excess soil regulations and guidance. These directions include encouragement for local reuse of excess soil, site plan control for new or expanded sites and encouragement for updates to local fill by-laws.

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Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> ○ Identify locational criteria for excess soil receipt or storage in consultation with the development industry, AMs and CAs; ○ Provide area municipalities with the tools and authority to regulate receiving sites to help effectively manage excess soil in the future. ○ Provide area municipalities with more authority to help manage excess soil issues within their jurisdictional boundaries, including quality of life issues for residents (hours of operation, truck traffic, noise, dust, etc.), quality of the fill (e.g. contaminated soil) and the financial implications for the municipality; and ○ Develop a model by-law for municipalities to consider. 	
001-04 City of Oshawa	Responding to Discussion Question #4: <ul style="list-style-type: none"> ● Staff recommend that the ROP incorporate policies to ensure that development proponents are responsible for the transportation and land application of septage. 	<ul style="list-style-type: none"> ● Transportation and land application of septage are regulated by the Ministry of the Environment, Conservation and Parks.
001-05 City of Oshawa	Responding to Discussion Question #5: <ul style="list-style-type: none"> ● ROP should include ecosystem compensation and valuation policies where all other forms of ecosystem protection have been explored. ROP policies should consider: ● Ecosystem functions and services lost through development; and ● Post-development obligations to measure and track compensation to ensure that the program is effectively re-establishing the lost ecosystem functions. 	<ul style="list-style-type: none"> ● Proposed policy directions support ecosystem compensation as an Environmental Impact Study (EIS) requirement, with focus on remediation and replacement. Financial compensation is considered as a last resort.
001-06 City of Oshawa	Responding to Discussion Question #6: <ul style="list-style-type: none"> ● Oshawa is on treaty land, and is home to First Nations, Metis, and Inuit people. Consultation is important. PPS 1.2.2 will now require Indigenous engagement, which may put Indigenous groups in a position to request municipalities to pay a fee in 	<ul style="list-style-type: none"> ● Proposed policy directions include formalizing consultation and engagement with Indigenous communities in the new ROP.

Environment and Greenlands System Discussion Paper Submissions – Municipal Comments

Submission Number and Name	Description of Submission	Regional Staff Response
	<p>exchange for comments, because they don't have resources to review/comment.</p> <ul style="list-style-type: none"> Consider encouraging Provincial support to consult with First Nation Communities. 	
001-07 City of Oshawa	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> The Region can support environmental stewardship efforts in Durham through financial mechanisms, recognition and empowerment of various groups and/or organizations, such as Friends of Second Marsh, municipal and regional Environmental Advisory Committees (e.g. DEAC and OEAC), etc. 	<ul style="list-style-type: none"> The Durham Environment Advisory Committee (DEAC) conducts environmental outreach and an annual awards ceremony to recognize individuals, groups and organizations that are protecting, enhancing and restoring the environment.
001-08 City of Oshawa	<p>Responding to Discussion Question #8:</p> <ul style="list-style-type: none"> If the Region's urban area boundary expands, it will be important to protect M.O.S. areas potentially for open space, parkland and recreational uses, as well as natural heritage and environmental features and their core ecological functions. 	<ul style="list-style-type: none"> Proposed policy directions establish Rural Areas in accordance with provincial Agricultural System mapping. A new Open Space designation is proposed to include existing urban area Major Open Space Areas and new Greenbelt Urban River Valleys. A regional NHS overlay will be established with associated policies to protect and restore features and their ecological functions.
001-09 City of Oshawa	<p>Responding to Discussion Question #9:</p> <ul style="list-style-type: none"> Oshawa's OP includes relevant tourist activity/recreational node policies. The ROP should continue to include a separate tourist activity/recreational node designation. 	<ul style="list-style-type: none"> Proposed policy directions recommend the removal of the Tourist Activity/Recreational Nodes designation while continuing to support such uses through economic development initiatives and strategies at the regional and local level. Existing Waterfront Areas policies are supportive of the objectives of the Tourist Activity/Recreational Nodes.
001-10 City of Oshawa	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> The OP should continue to identify open space linkages and waterfront link and consider the following: 	<ul style="list-style-type: none"> The new ROP will establish a regional NHS overlay that includes existing linkages. Proposed policy directions encourage area municipalities to

Environment and Greenlands System Discussion Paper Submissions – Municipal Comments

Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> Promoting habitat linkages and naturalization through stormwater management strategies; and Ensuring that Open Space Linkages between trails, parks, etc. are accessible to all residents and visitors. 	<p>establish their own NHS and identify linkages and enhancement areas.</p>
001-11 City of Oshawa	<p>Responding to Discussion Question #11:</p> <ul style="list-style-type: none"> Oshawa has used Aerial 3D Imagery to map forest groupings and requires developers to submit forest management plans under conditions of draft approval. The City has also received correspondence suggesting the City pass a tree protection by-law. The ROP definition of significant woodlands should consider its role in reducing the heat-island effect and various other ecosystem services that trees and woodlots provide. 	<ul style="list-style-type: none"> Proposed policy directions include increasing the region’s tree canopy to mitigate and adapt to the impacts of climate change (e.g., urban heat island) and encourage area municipalities to adopt tree by-laws to cover woodlots less than what is covered by the Regional Woodlands by-law.
001-12 City of Oshawa	<p>Responding to Discussion Question #12:</p> <ul style="list-style-type: none"> A woodland cover target is useful to measure success and effectiveness of forest cover and tree planting programs. It is suggested that the Region implement more specific targets for various NH and NF features to help increase stewardship. Oshawa's OP policy 5.2.4 includes minimum targets. CLOCA has specific results on how much of the targets have been achieved. 	<ul style="list-style-type: none"> Proposed policy directions would evaluate the region’s woodlands cover target based on the outcome of a Significant Woodlands Study (underway) and add a target of no net loss for wetlands. More specific watershed-based targets are identified within watershed plans.
001-13 City of Oshawa	<p>Responding to Discussion Question #13:</p> <ul style="list-style-type: none"> The Oshawa OP has policies in Section 5, Table 6, and Appendix C on natural heritage and key hydrologic features, and outline VPZ. The ROP should include policies requiring establishing minimum VPZs to implement CA watershed plans, in consultation with the development industry and CAs. 	<ul style="list-style-type: none"> Proposed policy directions confirm protections for vegetation protection zones and direct area municipalities to establish minimum vegetation protection zones in their official plans, if they have not already done so.
001-14 City of Oshawa	<p>Responding to Discussion Question #14:</p> <ul style="list-style-type: none"> A regional overlay of natural heritage and key hydrologic features would be helpful in supplementing the Oshawa OP NHS policies. 	<ul style="list-style-type: none"> The new ROP will include a regional NHS overlay with associated NHS policies. Proposed policy directions allow for minor updates without a ROPA and encouragement for area municipalities to

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Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> • The ROP should have policies to allow adjustments to overlay as appropriate by area municipalities without requiring an ROP amendment. • ROP should include Regional NHS and encourage AMs to have their own. 	<p>update and/or establish their own NHS, including linkages and enhancement areas.</p>
<p>001-15 City of Oshawa</p>	<p>Responding to Discussion Question #15:</p> <ul style="list-style-type: none"> • When considering implementing wildland fire policies into the ROP, the Region should consider the following: <ul style="list-style-type: none"> ○ Include policies that recognize wildland fire hazards as a risk to public health and safety; ○ Identify areas in Durham that may be prone to wildland fires based on their ecological land classification, previously reported fires, etc. to help inform development decisions; and ○ Provide tools for identifying wildland fire risks and environmentally appropriate mitigation measures at the development application stage (e.g. screening maps, background study information, etc.). 	<ul style="list-style-type: none"> • Proposed policy directions recognize wildland fire hazards as a risk to public health and safety and provide direction to the area municipalities to require wildfire risk assessment and mitigation. • Screening at the regional level will utilize hazardous forest types for wildland fire mapping provided by the Ministry of Natural Resources and Forestry. Area municipalities are encouraged to refine mapping based on local data, where available.
<p>001-16 City of Oshawa</p>	<p>Responding to Discussion Question #16:</p> <ul style="list-style-type: none"> • The Durham Region Land Acquisition Funding Policy for Conservation Authorities provides both funding and guidance when acquiring lands for natural heritage conservation purposes. • The Region could expand this program to provide guidance and support to area municipalities, providing insight on the operational and maintenance costs associated with acquiring lands. • In addition, the Region could lead a more coordinated effort across Durham for area municipalities to acquire land for environmental purposes. 	<ul style="list-style-type: none"> • Comments related to requests for regional funding was forwarded to the Finance Department, which prepared this response: • The Region’s Land Acquisition Funding Policy for Conservation Authorities limits funding to Conservation Authorities. Funding for land acquisition and land maintenance costs for land owned/to be owned by LAM is the responsibility of the LAM. Funding for the acquisition of environmentally sensitive lands may be available through various provincial/federal funding program and various foundations.

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Submission Number and Name	Description of Submission	Regional Staff Response
001-17 City of Oshawa	<p>Responding to Discussion Question #17:</p> <ul style="list-style-type: none"> • The Region should consider the following EIS requirements: <ul style="list-style-type: none"> ○ A description of the mitigation, improvement and restoration measures and techniques, development staging and timing and other practices to be employed to cope with the sensitivity of the environmental conditions and to ensure that the proposed development or site alteration will have no adverse effects on the NHS or the related ecological functions; ○ The location and extent of the environmental features and functions which should be preserved as well as the associated environmental functions; and ○ Recommendations for appropriate buffers between the area of development or site alteration and the NHS. 	<ul style="list-style-type: none"> • A review of the regions existing EIS policies is underway. Comments noted by staff for consideration in the development of new proposed EIS policies.
001-18 City of Oshawa	<p>Responding to Discussion Question #18:</p> <ul style="list-style-type: none"> • Land use compatibility is important for the Region's growth and will contribute to reducing energy consumption and GHGs. The DCEP has specific programs that could be utilized to coordinate land use policies. • The ROP should emphasize reducing GHGs thorough land use planning and provide guidance to area municipalities on land use compatibility beyond Provincial guidelines to help combat climate change. 	<ul style="list-style-type: none"> • A review of the Region’s existing land use compatibility policies is underway. Comments noted by staff for consideration in the development of new proposed land use compatibility policies.
001-19 City of Oshawa	<p>Responding to Discussion Question #19:</p> <ul style="list-style-type: none"> • The ROP should emphasize reducing GHGs through land use planning. • Provide guidance to AMs on land use compatibility beyond the Provincial guidelines to help combat climate change. 	<ul style="list-style-type: none"> • Proposed policy directions include adopting Council approved greenhouse gas (GHG) reduction targets and outline measures to achieve these targets. • A review of land use compatibility is underway. Comments noted by staff for consideration in the development of new proposed land use compatibility policies.

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Submission Number and Name	Description of Submission	Regional Staff Response
002-01 Township of Scugog	Responding to Discussion Question #8: <ul style="list-style-type: none"> Township staff support separate designations for Prime Agricultural Lands, Rural Lands, and Environmental Lands. 	<ul style="list-style-type: none"> Proposed policy directions establish Rural Areas, in accordance with the provincial Agricultural System. A Regional NHS overlay, with associated NHS policies will apply to features; this work is currently underway.
002-02 Township of Scugog	Responding to Discussion Question #12: <ul style="list-style-type: none"> In addition to specific policies regarding woodlands, the ROP should include policies specific to wetlands. Given the recent proposed changes to the Provincial Policy Statement (PPS) that would permit municipalities to manage wetlands that are unevaluated, the Region should consider adding additional goals and policies specific to wetlands. 	<ul style="list-style-type: none"> Proposed policy directions include a policy suite specific to wetlands that sets a target of no net loss and focuses on protection, enhancement and restoration.
002-03 Township of Scugog	Responding to Discussion Question #13: <ul style="list-style-type: none"> The ROP should establish a Regional NHS and outline policies that prescribe minimum vegetation protection zones where they are not otherwise prescribed by Provincial policy. This would help to standardize environmental protection across the Region in working collectively towards establishing a linked Regional NHS. 	<ul style="list-style-type: none"> The new ROP will establish a regional NHS overlay with associated policies. Proposed policy directions direct area municipalities to establish minimum vegetation protection zones within their official plans, if they have not already done so.
002-04 Township of Scugog	Responding to Discussion Question #14: <ul style="list-style-type: none"> The Region’s Greenlands System policies should take a natural heritage system (NHS) approach to preserving the natural environment. While shown conceptually in the ROP, the NHS could then be more specifically defined in local official plans. 	<ul style="list-style-type: none"> The new ROP will include a regional NHS and systems-based approach to natural heritage protection, restoration, and enhancement. Proposed policy directions encourage area municipalities to establish and/or update their NHS.
002-05 Township of Scugog	<ul style="list-style-type: none"> Township staff support the addition of ROP goals/policies related to restoration, enhancement, and linkages. 	<ul style="list-style-type: none"> Proposed policy directions include new considerations for restoration and encouragement for area municipalities to identify linkages and enhancement areas as part of their NHS.

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Submission Number and Name	Description of Submission	Regional Staff Response
003-01 Town of Ajax	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> • Add restoration and enhancement of natural heritage and hydrological features. • The Greenlands System needs to be recognized as one large interconnected system that encompasses both natural heritage and hydrological features and areas located in both the urban and rural areas. • Wetlands on the ORM or in the urban area should be recognized as having the same value and level of protection. • Removing references from locations where certain protections would apply and consolidating into overarching goals that apply to all features and areas may help simplify the goals. • Goals should be updated to "protect, enhance and restore" natural heritage and hydrological features, areas and connections. 	<ul style="list-style-type: none"> • Comments noted by staff.
003-02 Town of Ajax	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> • Add policies to develop a Region-wide invasive species management plans and guidelines. • Add invasive species considerations to EIS requirements. 	<ul style="list-style-type: none"> • Proposed policy directions include exploring the potential for developing a region-wide invasive management plan in partnership with area municipalities and conservation authorities.
003-03 Town of Ajax	<p>Responding to Discussion Question #3:</p> <ul style="list-style-type: none"> • The ROP should introduce policy that discourages the placement of fill on prime agricultural lands and prohibits the placement of fill in natural heritage and hydrologic features and areas. • The ROP should also introduce policy to encourage municipalities to integrate fill/soil management into their planning and development processes to require on-site or local reuse of safe soil through the development of Soil Management Plans. • Mechanisms are also needed to test, monitor and track soil from source and receiving sites to ensure that soil is clean and 	<ul style="list-style-type: none"> • Excess soil policies will be implemented in conformity with the provincial plans and informed by provincial regulations and guidance. This includes support of on-site and local reuse of excess soil, site plan control for new and expanding fill sites, considerations for Soil Management Plans and updates to site alteration and fill by-laws to reflect new provincial regulations and guidance.

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Submission Number and Name	Description of Submission	Regional Staff Response
	will not have any adverse impacts to human health, the environment, and cultural heritage resources.	
003-04 Town of Ajax	Responding to Discussion Question #5: <ul style="list-style-type: none"> • Add ecosystem compensation policy (as an encouraging policy for AMs to further implement at their discretion). 	<ul style="list-style-type: none"> • Proposed policy directions support ecosystem compensation as an EIS requirement, with focus on remediation and replacement. Financial compensation is considered as a last resort.
003-05 Town of Ajax	Responding to Discussion Question #6: <ul style="list-style-type: none"> • In order to encourage consultation and education, it would be beneficial to include text or a map that describes and illustrates traditional indigenous territories, communities and reserves within the Region. • Add land acknowledgment to ROP. 	<ul style="list-style-type: none"> • Comments noted by staff.
003-06 Town of Ajax	Responding to Discussion Question #8: <ul style="list-style-type: none"> • Ajax staff question the appropriateness of the Major Open Space designation in the ROP. A preferred approach would be to align the designations with the Agricultural System mapping (Prime Agriculture and Rural Areas) prepared by the Province and introduce an Environmental Protection designation. • Staff agree with the approach to create an Environmental Protection designation to protect and enhance environmental features, existing and proposed connections, and vegetation protection zones. 	<ul style="list-style-type: none"> • Proposed policy directions establish Rural Areas, in accordance with the provincial Agricultural System. A Regional NHS overlay, with associated NHS policies will apply to features; this work is currently underway.
003-07 Town of Ajax	Responding to Discussion Question #9: <ul style="list-style-type: none"> • Ajax staff question the need for a Tourist Activity/Recreational Node designation. It may be more appropriate to review all the unique designations, and possibly combine into a single 'Area Specific Policy' designation, or similar category, with a corresponding numbering system for ease of reference. This may help achieve a more simplified ROP. 	<ul style="list-style-type: none"> • Proposed policy directions recommend the removal of the Tourist Activity/Recreational Nodes designation while continuing to support such uses through economic development initiatives and strategies at the regional and local level. Existing Waterfront Areas policies are supportive of Tourist Activity/Recreation Node objectives.

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Submission Number and Name	Description of Submission	Regional Staff Response
003-08 Town of Ajax	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> • Open Space Linkages and Waterfront Links provide a policy tool to ensure that connections between natural heritage and hydrological systems are achieved. • Town staff support the use of Open Space Linkages and Waterfront Links • Watershed Plans can be a good resource to identify linkages. • ROP policy that requires the creation and restoration of linkages are needed to ensure that these strategic connections that have been identified in other plans (e.g. watershed plans) are successfully implemented. • Section 10.3.2 of the ROP should be expanded and strengthened in the ROP, namely by: <ul style="list-style-type: none"> ○ Encouraging, and in some instances require, the restoration and enhancement of existing linkages; ○ Encouraging the creation of new linkages where features and core areas are located less than 240 meters from one another through development applications; and ○ Prioritizing the acquisition of lands by the region, area municipalities and conservation authorities to complete linkages in strategic locations. 	<ul style="list-style-type: none"> • The new ROP will establish a regional NHS that includes existing linkages. Proposed policy directions encourage area municipalities to identify linkages and enhancement areas as part of their NHS.
003-09 Town of Ajax	<ul style="list-style-type: none"> • Additionally, policy should be included in the Greenlands System section that requires municipalities to incorporate the Greenlands System policies into area municipal Official Plans; similar to other sections in the ROP. 	<ul style="list-style-type: none"> • Comments noted by staff.
003-10 Town of Ajax	<p>Responding to Discussion Question #11:</p> <ul style="list-style-type: none"> • A target of 30% of woodland cover is still considered the minimum threshold for a watershed and is a high-risk approach. • The ROP should increase the benchmark by aiming to achieve a medium-risk approach by increasing the target to 40%. 	<ul style="list-style-type: none"> • Proposed policy directions would evaluate the region’s existing woodlands cover target based on the outcome of a Significant Woodlands Study (currently underway).

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003-11 Town of Ajax	<ul style="list-style-type: none"> Additionally, the Region should be encouraging landowners to take advantage of programs offered by the Ministry of Natural Resources, as well as taking a proactive approach by establishing its own plans and programs, while partnering with area municipalities, conservation authorities and other non-profit organizations. 	<ul style="list-style-type: none"> Proposed policy directions encourage and support woodland stewardship initiatives.
003-12 Town of Ajax	<p>Responding to Discussion Question #12:</p> <ul style="list-style-type: none"> Targets for other natural heritage and hydrological features should be established in the ROP Consideration should also be given to introducing policy to protect intermittent streams and important headwater drainage features. In addition, targets (or ‘indicators’) associated with natural cover, interior forest, deep forest, wetland cover, riparian cover and wildlife corridor cover have also been identified in CLOCA’s watershed plans, and should be considered for the ROP. All watershed targets should align with one another (a comparison of all targets contained within the various watershed plans should be completed and implemented in the ROP). 	<ul style="list-style-type: none"> Proposed policy directions include an evaluation of the region’s current target for woodland cover based on a Significant Woodlands Study (underway) and the addition of a target of no net loss for wetlands. More specific watershed-based targets can be found within watershed plans.
003-13 Town of Ajax	<p>Responding to Discussion Question #13:</p> <ul style="list-style-type: none"> Align the minimum VPZ with Ajax’s OP for consistency. Policy should be included in the ROP that requires implementation of the Greenlands System policy into area municipal Official Plans. Specifically, policies related to minimum VPZ’s should be consistent across the Region. 	<ul style="list-style-type: none"> Proposed policy directions direct area municipalities to establish minimum vegetation protection zones within their official plans, if they have not already done so.
003-14 Town of Ajax	<p>Responding to Discussion Question #14:</p> <ul style="list-style-type: none"> Implement an EP designation and implement policies that allow minor adjustments through an EIS at a local level without amendment to the ROP. 	<ul style="list-style-type: none"> The new ROP will establish a regional NHS overlay with associated NHS policies. Proposed policy directions would allow minor adjustments to the regional NHS without a ROPA.

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	<ul style="list-style-type: none"> The Region should implement a consistent approach that ‘designates’ the entire NHS, regardless of the feature being provincially, regionally or locally significant. 	
003-15 Town of Ajax	<ul style="list-style-type: none"> A policy should be introduced into the ROP that identifies that “the Region shall protect human life and health from natural hazards where there is an unacceptable risk to public health or safety or property damage and shall not allow development that creates new or aggravates existing natural hazards.” 	<ul style="list-style-type: none"> Proposed policy directions will strengthen existing natural hazards policies. Comment noted by staff for consideration in the development of draft policies.
003-16 Town of Ajax	<ul style="list-style-type: none"> Greenlands system should be moved to the front of ROP to promote an “environment first” message. 	<ul style="list-style-type: none"> Comments noted by staff.
003-17 Town of Ajax	<ul style="list-style-type: none"> The Region should consider introducing policies for the protection of significant habitat of endangered, threatened and special concern species; as well as the protection of significant wildlife and fish habitat. 	<ul style="list-style-type: none"> Comments noted by staff.
004-01 Township of Brock	<p>Responding to Discussion Question #5:</p> <ul style="list-style-type: none"> The ROP should contain policies that encourage and support a sustainable baseline approach to preserving ecosystems with financial incentives, such as DC reductions, etc. The ROP should encourage participation in Alternative Land Use Services (ALUS) and Ontario Ecological Credit programs. 	<ul style="list-style-type: none"> Proposed policy directions support ecosystem compensation as an EIS requirement, with focus on remediation and replacement. Financial compensation is considered as a last resort. This comment was also forwarded to the Finance Department, which prepared this response: Comments noted by staff and will be considered in the next Development Charges Background Study review.
004-02 Township of Brock	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> The ROP could contain policies to require the local municipalities to develop stewardship programs in cooperation with CAs, advisory committees and other environmental non-profits or charities. 	<ul style="list-style-type: none"> Proposed policy directions support and encourage area municipal and conservation authority stewardship programs.

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Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> The ROP could consider supporting initiative such as ALUS that recognize the role that farmers play in producing food and a healthy environment. 	
004-03 Township of Brock	Responding to Discussion Question #9: <ul style="list-style-type: none"> There is value in the Tourist Activity/Recreational Nodes as they focus on enhancing these areas for specific purposes which will likely be beneficial for the tourism sector in the long run. 	<ul style="list-style-type: none"> Proposed policy directions recommend removal of the Tourist Activity/ Recreational Nodes designation while continuing to support such uses through economic development initiatives and strategies at the regional and local level. The existing Waterfront areas designation is supportive of Tourist Activity/Recreational Node objectives. In addition, tourism supportive policies will be added to the Economic Development section of the ROP.
004-04 Township of Brock	Responding to Discussion Question #10: <ul style="list-style-type: none"> The Open Space Linkage should remain in the ROP but should look at providing connectivity for human travel and for the natural heritage system. 	<ul style="list-style-type: none"> Proposed policy directions bring existing linkages into the NHS. Additional directions encourage area municipalities to update/establish their own NHS, including linkages and enhancement areas.
004-05 Township of Brock	Responding to Discussion Question #8: <ul style="list-style-type: none"> A review of the MOS designation is required to determine whether the policies are proving effective at maintaining the form and function of the Greenlands System. 	<ul style="list-style-type: none"> Comments noted by staff.
004-06 Township of Brock	<ul style="list-style-type: none"> Attention should be paid to linking the Greenlands System between urban and rural areas. 	<ul style="list-style-type: none"> The Growth Management Study will determine the most appropriate approach to proposed policy directions related to edge planning. As a result, associated policies will be included in the new ROP.
004-07 Township of Brock	Responding to Discussion Question #14: <ul style="list-style-type: none"> The Region should implement an overlay system which includes as much data as possible to provide a basis for Area Municipalities to complete a more detailed mapping exercise. 	<ul style="list-style-type: none"> The new ROP will establish a regional NHS overlay, comprised of provincial, area municipal and conservation authority data. Updates to underlying features mapping is also underway.

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Submission Number and Name	Description of Submission	Regional Staff Response
004-08 Township of Brock	<p>Responding to Discussion Question #16:</p> <ul style="list-style-type: none"> • The Region should consider a systems-based approach to initiatives such as land acquisition to protect environmental lands, and participation in stewardship programs should be encouraged and supported through the ROP. 	<ul style="list-style-type: none"> • Comments noted by staff.
004-09 Township of Brock	<p>Responding to Discussion Question #17:</p> <ul style="list-style-type: none"> • The following should be considered when updating the Region’s EIS requirements: <ul style="list-style-type: none"> ○ Alternate development options to avoid or mitigate the impacts of development; ○ Opportunities for environmental enhancement and restoration; ○ Preparation and implementation of monitoring programs; ○ Inclusion of recommendations to consider TEK; and ○ A systems approach. 	<ul style="list-style-type: none"> • A review of existing EIS policies is currently underway. Comment noted by staff for consideration in the development of EIS policies.
004-10 Township of Brock	<ul style="list-style-type: none"> • The Region should consider providing guidelines for developing land use compatibility policies for cannabis production and processing facilities adjacent to sensitive receptors including ecological, hydrological or limited groundwater resources. 	<ul style="list-style-type: none"> • Similar to the province, the Region does not intend to distinguish by crop type. Therefore, it is appropriate to consider this use in accordance with provincial plans and with interpretation support from Guidelines on Permitted Uses in Ontario’s Prime Agricultural Areas. • Depending on scale, servicing requirements and land use compatibility concerns, the appropriate location may be on rural lands or in Employment Areas. • From a land use compatibility perspective, the more appropriate tools are within area municipal jurisdiction (e.g. zoning by-laws, site plan approval and nuisance by-laws).

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005-01 City of Pickering	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> The goals for the Environment and Greenlands System in the current ROP are still relevant and appropriate. Clarity is needed on the policy framework, where the natural environment and agricultural lands intersect. The ROP should incorporate a climate change lens recognizing the impact climate change may have on the natural environment and infrastructure. 	<ul style="list-style-type: none"> Comments noted by staff.
005-02 City of Pickering	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> Regarding invasive species and pests, it is recommended that policies be introduced in the ROP to: Promote greater collaboration with Conservation Authorities respecting the investigation and implementation of mechanisms for their control; and Promote education programs that help to create an awareness of such issues within Durham. 	<ul style="list-style-type: none"> Proposed policy directions promote continued collaboration with area municipalities and conservation authorities.
005-03 City of Pickering	<p>Responding to Discussion Question #3:</p> <ul style="list-style-type: none"> Policies that address the matter of excess soil/soil conservation should be included in the ROP in order that existing drainage patterns are maintained, sedimentation and erosion is mitigated, disturbance of landform characteristics are minimized, groundwater, watercourses and natural heritage features are protected, infrastructure is safeguarded, quality of soils is tested to ensure that human health and the environment is protected, and the impact of fill hauling on residents is mitigated. 	<ul style="list-style-type: none"> Excess soil policies will be included in the new ROP, in accordance with the provincial plans and informed by Ontario Regulation 406/19. Additional matters will be determined through consultation with conservation authority and area municipal partners.
005-04 City of Pickering	<p>Responding to Discussion Question #4:</p> <ul style="list-style-type: none"> If the Region adds policies in the ROP to restrict or limit the land application of septage (i.e. waste material removed from portable toilets, sewage holding tanks and septic systems), it is 	<ul style="list-style-type: none"> The Region is not proposing further restrictions on septage sites as these sites are regulated by the province.

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	not clear what mechanism the Region would have to enforce such policies.	
005-05 City of Pickering	<p>Responding to Discussion Question #5:</p> <ul style="list-style-type: none"> • Policies regarding ecosystem compensation and valuation should be included in the ROP in order to address the socio-economic benefits and loss associated with natural heritage and hydrologic features and their functions due to development impacts. 	<ul style="list-style-type: none"> • Proposed policy directions support ecosystem compensation as an EIS requirement, with focus on remediation and replacement. Financial compensation is considered as a last resort.
005-06 City of Pickering	<p>Responding to Discussion Question #6:</p> <ul style="list-style-type: none"> • The Region should consider requesting the Province to make resources available to Indigenous Peoples to facilitate the sharing of Traditional Ecological Knowledge. • The Region, through a coordinated consultation with the Indigenous communities within the Region, should endeavor to provide guidance to local area municipalities in terms of who, and how, these communities can appropriately be consulted. 	<ul style="list-style-type: none"> • Proposed policy directions formalize engagement with Indigenous communities in the new ROP support Traditional Ecological Knowledge (TEK), where appropriate. Policy development will involve further engagement with Indigenous communities.
005-07 City of Pickering	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> • The Region should encourage programs such as LEAF (backyard tree planting program) and expand its support for environmental stewardship through financial resource contributions, and by including policy in the ROP that encourages participation with local area municipalities, conservation authorities and others as appropriate. 	<ul style="list-style-type: none"> • Proposed policy directions support area municipal and conservation authority programming. • This comment was also forwarded to the CAO's Office, Sustainability section, which prepared this response: • The Region has invested in expanding the LEAF program, which was launched in July 2019 and we are currently working in collaboration with the CAs to develop a coordinated stewardship program proposal to bring to Regional Council for consideration.

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005-08 City of Pickering	Responding to Discussion Question #8: <ul style="list-style-type: none"> • The Region should continue to use the “Major Open Space” designation on non-prime agricultural lands, in the new ROP. 	<ul style="list-style-type: none"> • Proposed policy directions establish Rural Areas in accordance with provincial Agricultural System mapping.
005-09 Pickering	Responding to Discussion Question #9: <ul style="list-style-type: none"> • Given that each “Waterfront Places” location within Durham is unique, the designation and delineation of Waterfront Places should be dealt with as a local planning matter, similar to the approach for Local Centres. • It is recommended that the “Waterfront Places” symbols be removed from the ROP, and local municipalities be provided with greater discretion regarding the identification of areas for growth, and the distribution and density of development within their municipalities. 	<ul style="list-style-type: none"> • Proposed policy directions would see Waterfront Places continue to be symbolically designated.
005-10 City of Pickering	Responding to Discussion Question #10: <ul style="list-style-type: none"> • Regarding Open Space Linkages and Waterfront Linkage: <ul style="list-style-type: none"> ○ The Open Space Linkages designation should continue to be identified in the ROP for the Rouge-Duffins Wildlife Corridor in Pickering, as it represents an east-west corridor for flora and fauna, as well as the location for trails for the movement of people. ○ The Region should include policies that address the preparation of a “Rouge-Duffins Wildlife Corridor Management Plan” and establish funding for ongoing maintenance and restoration of the Rouge-Duffins Wildlife Corridor in the ROP. ○ The Waterfront Link north of the Pickering Nuclear Generating Station should continue to be identified in the ROP in recognition of its importance as an east-west corridor for flora and fauna, as well as for the movement of people. 	<ul style="list-style-type: none"> • Proposed policy directions bring existing linkages into the NHS and strengthen linkage policies. Additional proposed directions encourage area municipalities to identify linkages and enhancement areas as part of their NHS. • The Waterfront Areas designation, where the current Waterfront Linkages are located, supports habitat, natural heritage and species protection.

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005-11 City of Pickering	<p>Responding to Discussion Question #11:</p> <ul style="list-style-type: none"> • Policies should be included in the ROP that establish separate tree canopy targets for urban and rural areas, following the identification of the current baseline. • The implementation of Regional Road tree planting should be assumed by the Region to demonstrate their partnership in improving the tree canopy. 	<ul style="list-style-type: none"> • Proposed policy directions include establishing a regional tree canopy target through the potential completion of a Forest Management Study, or similar study. • This comment was also forwarded to the Works Department, which prepared this response: • The Region will review tree plantings that are proposed in conjunction with development applications to ensure that they do not create a safety issue by blocking sight lines and they are not in conflict with Regional or third-party utilities. We encourage tree planting and would typically only request trees be removed from plans where safety or utility conflict issues exist. We may also request that trees not be planted where a planned Regional construction project would require them to be removed in a few years. Tree planting is typically included in Regional road construction projects, provided that there is enough space in the ROW to accommodate the trees.
005-12 City of Pickering	<p>Responding to Discussion Question #12:</p> <ul style="list-style-type: none"> • If the Region decides to include targets for other natural heritage and hydrologic features in addition to woodlands in the ROP, the Region should consult with the conservation authorities and other appropriate experts. 	<ul style="list-style-type: none"> • Comments noted by staff.
005-13 City of Pickering	<p>Responding to Discussion Question #13:</p> <ul style="list-style-type: none"> • The Region should defer to the local area municipalities to include more detailed policies prescribing minimum vegetation protection zones in their official plans. 	<ul style="list-style-type: none"> • Proposed policy directions require area municipalities to establish minimum vegetation protection zones within their official plans.

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005-14 City of Pickering	<p>Responding to Discussion Question #14:</p> <ul style="list-style-type: none"> The Region should adopt an “overlay” approach to identifying where key natural heritage and key hydrologic features form a component of the Natural Heritage System at the regional level. Appropriate policy language should be included to allow for adjustments to the overlay where it is deemed appropriate by lower-tier municipalities, in consultation with their conservation authorities through various means, such as site-specific environmental impact studies, without the need for amendments to the ROP. The Region should have an upper-tier level Natural Heritage System that primarily reflects the Provincial Natural Heritage System and encourage area municipalities to maintain their own established natural heritage systems. 	<ul style="list-style-type: none"> The new ROP will establish a regional NHS overlay with minor adjustments permitted without a ROPA. Proposed policy directions include direction for area municipalities to update and/or establish their own NHS, including identifying linkages and enhancement areas.
005-15 City of Pickering	<p>Responding to Discussion Question #15:</p> <ul style="list-style-type: none"> In considering such policies and/or mapping, the Region should identify areas of potential for hazardous forest types for wildland fire as a screening tool to inform development decisions, as well as for awareness and education. The Region should consider including wildland fire hazard policies in the ROP in order to apply a consistent approach to mitigation as well as appropriate mitigation measures. 	<ul style="list-style-type: none"> Proposed policy directions consider hazardous forest types for wildland fire through an EIS and direct area municipalities to refine mapping and include assessment and mitigation measures within their official plans and zoning by-laws.
005-16 City of Pickering	<p>Responding to Discussion Question #16:</p> <ul style="list-style-type: none"> The Region should keep the current policies in the ROP that provide guidance on the conveyance of land for natural heritage conservation as they adequately address the matter. 	<ul style="list-style-type: none"> Comments noted by staff.
005-17 City of Pickering	<p>Responding to Discussion Question #17:</p> <ul style="list-style-type: none"> The Region should consider implementing policies that provide additional detail regarding the requirements for an Environmental Impact Study (EIS) that include, but are not limited to, the requirement that an EIS describe: 	<ul style="list-style-type: none"> A review of existing EIS policies is currently underway. Comment noted by staff for consideration in the development of EIS policies.

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	<ul style="list-style-type: none"> ○ the mitigation, improvement and restoration measures to be used to address the environmental conditions to ensure that the proposed development or site alteration will have no adverse impacts on the natural heritage system or its related ecological functions; ○ the location and extent of the environmental features and functions that should be preserved; and ○ the recommendations for appropriate buffers between the area of development or site alteration. 	
005-18 City of Pickering	<p>Responding to Discussion Question #18:</p> <ul style="list-style-type: none"> ● The Region should consider enhancing its definition of “sensitive uses” and including more detailed assessment information within the ROP. 	<ul style="list-style-type: none"> ● A review of existing land use compatibility policies is currently underway. Comment noted by staff for consideration in the development of land use compatibility policies.
005-19 City of Pickering	<p>Responding to Discussion Question #19:</p> <ul style="list-style-type: none"> ● The Region should recognize the following additional sectors as being impacted by climate change: fisheries; finance and insurance; infrastructure; mental health; vulnerable populations; organizational risk management and emergency preparedness; summer recreation; and urban tree canopy health. ● The Region should understand that the City’s vision for climate change and adaptation for Durham is a holistic approach based on a framework for sustainability, wherein policies about climate change should address the following objectives: healthy environment; healthy economy; healthy society; responsible development; and responsible consumption. ● The Region should consider implementing policies that address the changing climate and methods, techniques and best practices for adaptation, mitigation and resiliency in the ROP. ● The Region should introduce a policy in the ROP identifying the advocacy role that it can play in adapting to climate change in 	<ul style="list-style-type: none"> ● Comments noted by staff.

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	collaboration with all levels of government and a wide variety of stakeholders.	
005-20 City of Pickering	<ul style="list-style-type: none"> The Region should recognize the Rouge National Urban Park and its management objectives in the ROP. 	<ul style="list-style-type: none"> The new ROP will recognize the Rouge National Urban Park (RNUP) and support the management objectives of the RNUP Management Plan.
006-01 Oshawa Environmental Advisory Committee (OEAC)	<ul style="list-style-type: none"> Places to Grow, Oak Ridges Moraine, and the Greenbelt provide a framework for the protection of natural environments within Durham Region. 	<ul style="list-style-type: none"> Policies of the new ROP will be in conformity will all applicable provincial plans.
006-02 OEAC	<ul style="list-style-type: none"> Vegetation protection zones policies must include more detail to ensure natural heritage areas and water resources are not being degraded. 	<ul style="list-style-type: none"> Comments noted by staff for consideration in the development of draft vegetation protection zones policies.
006-03 OEAC	<ul style="list-style-type: none"> There is a need to continue to ensure the watershed plans for Durham Region are completed and updated for use in decision making. 	<ul style="list-style-type: none"> Current ROP policies support the preparation of watershed plans. The Region continues to partner with the conservation authorities, as opportunities arise, to update watershed plans.
006-04 OEAC	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> The Greenlands System goals are responsive to maintaining what green spaces are remaining, however: <ul style="list-style-type: none"> the goals need to advocate for restoration, enhancement and replacement of habitat, and the policies need to have tools to support implementation. Consideration should be given to principles of no net loss of biodiversity (and possible net gain) through development; More consideration is needed to provide ecological goods and services within urban boundaries (e.g. public lands could 	<ul style="list-style-type: none"> New proposed goals for the Protected Greenlands System include restoration while no net loss has been proposed as a direction for the NHS. Additional proposed policy directions include acknowledgment of the ecological goods and services that that the natural environment provides, establishment of a regional tree canopy target and support for stewardship programs to protect and grow the canopy.

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	<p>be used to support micro-forests, pollinator habitats, and increased tree canopy);</p> <ul style="list-style-type: none"> ○ Restoration policies should be specific enough to show it as distinct from conservation policies and will be a point of action; ○ There is an opportunity to add goals to protect and enhance the tree canopy and encourage active transportation and reduce automobile dependency; and <ul style="list-style-type: none"> ● Ensure that environment and Greenlands System protection are emphasized as the new Strategic Plan is being developed. 	<ul style="list-style-type: none"> ● The Region’s new Strategic Plan includes an objective to protect the natural environment.
006-05 OEAC	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> ● The Province provides a framework for invasive species management. ● The Region can include policies for native plant species, low impact development practices, protection of natural habitats and their biodiversity, and continuing education and awareness of invasive species impacts. ● Promote better stewardship by landowners. If landowners are educated on how to identify invasive species as well as best practices to remove them, invasive species may be removed before they gain a foothold. ● Stricter regulations on plantings that would encourage native plantings to prevent the spread of invasive species. 	<ul style="list-style-type: none"> ● Proposed policy directions introduce an invasive species management policy suite that considers native plantings and environmental stewardship.
006-06 OEAC	<p>Responding to Discussion Question #3:</p> <ul style="list-style-type: none"> ● The Region can include wording in the ROP that will give local municipalities direction and support for developing their policies/by-laws. 	<ul style="list-style-type: none"> ● Proposed policy directions encourage area municipalities to update their existing fill by-laws to consider new provincial excess soil regulations and guidance.
006-07 OEAC	<p>Responding to Discussion Question #4:</p> <ul style="list-style-type: none"> ● The Region could examine opportunities to advocate for or adopt geographically based restrictions if there is treatment capacity at Durham Region treatment plants. 	<ul style="list-style-type: none"> ● Area municipal zoning by-laws and official plan amendments will contemplate these sites, with the Region providing comments through the provincial regulatory process.

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006-08 OEAC	<p>Responding to Discussion Question #5:</p> <ul style="list-style-type: none"> • Case Studies from Biodiversity Offsetting in Ontario have indicated that while in principle the concept of ecosystem compensation is good, the realities of dynamic ecosystems make application challenging. • Supportive of integrating a compensation framework within the Region’s ROP, with the following stipulations: <ul style="list-style-type: none"> ○ comprehensive policy framework that is supported at the local municipal level; ○ all other avenues have been exhausted before considering compensation; ○ the ecological value of the site must be clearly defined; ○ limits to the quantity of compensation that is possible within the Region based on scientific evidence; ○ specific sites and locations should not be eligible if they provide significant value to the ecological system as a whole; and • the amount of compensation should be significant enough to ensure all other avenues are explored prior to offsetting. 	<ul style="list-style-type: none"> • Proposed policy directions support ecosystem compensation as an EIS requirement, with a focus on remediation and replacement and financial compensation as a last resort. The framework suggested is noted by staff.
006-09 OEAC	<p>Responding to Discussion Question #6:</p> <ul style="list-style-type: none"> • For areas that would benefit from Traditional Ecological Knowledge, First Nations could be added as an authority to include in the consultation. 	<ul style="list-style-type: none"> • Proposed policy directions would formalize engagement with Indigenous communities within the new ROP.
006-10 OEAC	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> • Better environmental stewardship through policies on plastic, promoting local farmers, developing more space for community gardens, extensive bike paths/lanes. • Durham could demonstrate support by using parks to demonstrate to the public the importance of planting native species, creating low-mow areas as well as supporting and 	<ul style="list-style-type: none"> • Proposed policy directions support the implementation of climate resilient development and promote and support environmental stewardship initiatives.

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Submission Number and Name	Description of Submission	Regional Staff Response
	<p>implementing programs to remove invasive species from roadsides, trails and parks.</p> <ul style="list-style-type: none"> Other examples are using permeable parking lots on city and regional properties as well as encouraging developers to do the same. 	
006-11 OEAC	<p>Responding to Discussion Question #8:</p> <ul style="list-style-type: none"> MOS designation does not ensure protection for biologically diverse habitats and forested areas as it includes park spaces that are used for recreation and leisure purposes and agricultural areas for agricultural production. There is a need to clearly distinguish environmental features that provide ecological goods and services and adequately protect them Major Open Space Areas should be separate from Agricultural Land. A new designation is needed for Greenlands System (natural heritage features). Suggested designation name: Environmental Lands. 	<ul style="list-style-type: none"> Proposed policy directions would establish Rural Areas in accordance with provincial Agricultural System mapping. In addition, the new ROP will establish a regional NHS overlay with associated NHS policies to protect natural heritage features and areas.
006-12 OEAC	<p>Responding to Discussion Question #9:</p> <ul style="list-style-type: none"> It is important to protect the areas next to the waterfront. Revise policies to include fluctuating water levels that might need different actions at different times. 	<ul style="list-style-type: none"> Proposed policy directions recommend the removal of the Tourist Activity/Recreational Nodes designation while continuing to support such uses through economic development initiatives and strategies at the regional and local level. The intent of these policies will be captured by Waterfront Areas policies, which are supportive of the objectives of Tourist Activity/Recreational Nodes.
006-13 OEAC	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> It is important to identify and protect open space linkages and waterfront links. Include ROP language to protect them and change their designation/name. Identify buffers to these linkages to extend protection. 	<ul style="list-style-type: none"> Proposed policy directions include addressing linkages as part of the regional NHS. Additional proposed directions encourage area municipalities to update/establish their own NHS and identify linkages and enhancement areas.

Environment and Greenlands System Discussion Paper Submissions – Municipal Comments

Submission Number and Name	Description of Submission	Regional Staff Response
006-14 OEAC	<p>Responding to Discussion Question #11:</p> <ul style="list-style-type: none"> • Woodlands can be fragmented and degraded over time. • Restoration is not always possible, so prioritize preventing destruction in the first place, require monitoring, and review exceptions that allow woodland alteration, and revise. • Establish tree planting programs for private properties (e.g. Clarington). 	<ul style="list-style-type: none"> • The Region recently approved the Regional Woodlands By-Law (30-2020) to regulate the destruction or injury of trees in woodlands across the region. • Proposed policy directions encourage area municipalities to develop tree by-laws for areas not covered by the region’s by-law and encourage the establishment and participation in tree planting programs.
006-15 OEAC	<p>Responding to Discussion Question #12:</p> <ul style="list-style-type: none"> • NHF and KHF targets should exist to ensure protection (e.g. using How Much Habitat is Enough). • Include recharge zones and aquifers. • Include long-term monitoring. 	<ul style="list-style-type: none"> • Proposed policy directions would evaluate the existing woodlands cover target based on the outcome of a Significant Woodlands Study (currently underway). An additional proposed policy direction establishes a target of no net loss for wetlands. More specific watershed-based targets are included within watershed plans.
006-16 OEAC	<p>Responding to Discussion Question #13:</p> <ul style="list-style-type: none"> • Provincial policies have several exceptions to vegetation protection zones. • Vegetation protection zones should emphasize the importance of buffers for natural heritage features and hydrological features. • Establishing buffer zones around water bodies, as well as forest stands is important and should be considered as an enhancement to existing policy (see. How Much Habitat is Enough?). • There should be strategies to protect these areas from invasive species, especially when development occurs adjacent to them. 	<ul style="list-style-type: none"> • Proposed policy directions confirm protections for vegetation protection zones and direct area municipalities to establish minimum vegetation protection zones in their official plans, if they have not already done so. • Comments about potential enhancements to existing policy noted by staff for consideration in the development of vegetation protection zone policies. • Proposed policy directions would establish a policy suite focused on invasive species management.
006-17 OEAC	<p>Responding to Discussion Question #16:</p> <ul style="list-style-type: none"> • The Region should be a leader in protection of land for environmental purposes and public education. 	<ul style="list-style-type: none"> • The Region’s new Strategic Plan identifies environmental protection as a key objective.

Environment and Greenlands System Discussion Paper Submissions – Municipal Comments

Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> Environment and Greenlands will be more important for climate change resiliency. The ROP should continue to support the Land Acquisition Fund Policy for Conservation Authorities. 	<ul style="list-style-type: none"> Comment on land acquisition funding was also forwarded to the Finance Department, which prepared this response: The Region regularly reviews the financial sustainability of the Region’s Land Acquisition Reserve Fund to ensure adequate funding to meet the long-term projected land acquisition needs identified by Conservation Authorities in their land acquisition programs.
006-18 OEAC	Responding to Discussion Question #17: <ul style="list-style-type: none"> Best practices for EIS should include TEK when preparing the EIS. 	<ul style="list-style-type: none"> Proposed policy directions would formalize engagement with Indigenous communities and add specific references to Traditional Ecological Knowledge (TEK) in the context of impacts to the environment, climate change adaptation, mitigation and resilience, as well as archaeological and cultural heritage resources.
006-19 OEAC	<ul style="list-style-type: none"> Encouraged to look at green solutions for noise barriers, such as trees to both mitigate noise and increase tree canopy. 	<ul style="list-style-type: none"> Proposed policy directions include the opportunity for green solutions for noise abatement.
006-20 OEAC	<ul style="list-style-type: none"> Region should review salting policies/practices to ensure over-salting does not occur. 	<ul style="list-style-type: none"> ROP policies will conform to applicable source protection plans, which address salt management in vulnerable areas. This comment was also forwarded to the Works Department, which prepared this response: The region is currently revising their Salt Management Plan and supplementary Winter Control Plan that will be used to help monitor and reduce salt usage across the region. Initiatives to investigate de-icing alternatives other than salt and technological solutions to better track road

Environment and Greenlands System Discussion Paper Submissions – Municipal Comments

Submission Number and Name	Description of Submission	Regional Staff Response
		condition and route coverage are to be investigated.

Legend of Discussion Questions

Number	Discussion Question
1.	Are the current goals for the Environment and Greenlands System still relevant/appropriate?
2.	How can the ROP be revised to further help address the issue of invasive species?
3.	How can the Region best effectively support local implementation of excess soil policies?
4.	Should the Region include policies in the ROP restricting or limiting the land application of septage?
5.	Should policies regarding ecosystem compensation and valuation be included in the ROP through Envision Durham? If so, are there examples of best practices?
6.	How can the ROP support the consideration of Traditional Ecological Knowledge in land-use decisions?
7.	How can the ROP better support environmental stewardship efforts in Durham? What are other examples of best practices?
8.	Are there additional factors the Region should take into account when reconsidering the Major Open Space Areas designation?
9.	Do you feel that a separate Tourist Activity/Recreation Node designation is necessary in the ROP? If so, do you feel the policies should be enhanced or revised?
10.	Should Open Space Linkages and Waterfront Links continue to the identified in the ROP? If so, what additional areas should be identified and how could the policies associated with these areas be enhanced?
11.	How can the Region best support the protection and enhancement of significant woodlands in Durham?
12.	Should there be targets included in the ROP for other natural heritage and hydrologic features in addition to woodlands?
13.	Should the Region include more detailed policies prescribing minimum vegetation protection zones (where they are not otherwise prescribed by provincial policy)?
14.	Recognizing the two-tier municipal system, how should the Region best protect the natural heritage system, features, and areas in the ROP (overlay, designation, level of detail)?
15.	How should the ROP address the issue of wildland fire hazards?
16.	What should the Region's role be in the protection of land for environmental purposes and how can the ROP provide further policy support for this?
17.	Are there any additional considerations or best practices that the Region should be considering when updating the Region's EIS policies?

Environment and Greenlands System Discussion Paper Submissions – Municipal Comments

18.	Are there any other land use compatibility issues the Region should be considering through Envision Durham?
19.	Have we missed any trends that you feel should be reviewed and considered in the Environment/Greenlands System context as part of Envision Durham?

Environment and Greenlands System Discussion Paper Submissions – Public Comments

Submission Number and Name	Description of Submission	Regional Staff Response
001-01 Maryann MacPhee	<ul style="list-style-type: none"> The environment and environmental protection were a key federal election issue. It is now one of the most important federal issues of our day. Residents are now demanding politicians consider the environment above all political and financial gains. I demand clean air and a healthy environment. 	<ul style="list-style-type: none"> Comment noted by staff.
001-02 Maryann MacPhee	<ul style="list-style-type: none"> I do not want to envision a future where Durham allows the federal expropriated lands to be paved and have polluting planes flying over our heads. Paving precious lands and making an airport does not make any sense. 	<ul style="list-style-type: none"> In recognition of the need and economic benefit of developing an airport and supporting aviation hub, Regional Council supports the development of an airport on the federal lands in Pickering, as reflected in the Region’s Strategic Plan, recent Council resolutions, and recent reports and studies that demonstrate the need and economic benefit of an airport that incorporate the substantial agricultural land assets through innovative sustainability and environmental management approaches.
001-03 Maryann MacPhee	<ul style="list-style-type: none"> I want a final decision to be made to officially turn these lands over to farmers, agri-business and a federal urban park. We do not need the airport. Find other creative ways to employ people not at the expense of the environment. 	<ul style="list-style-type: none"> In recognition of the need and economic benefit of developing an airport and supporting aviation hub, Regional Council supports the development of an airport on the federal lands in Pickering, as reflected in the Region’s Strategic Plan, recent Council resolutions, and recent reports and studies that demonstrate the need and economic benefit of an airport that incorporate the substantial agricultural land assets through innovative sustainability and environmental management approaches.
002-01 Brian Puppa	<ul style="list-style-type: none"> ROP should include policies restricting, or ideally, prohibiting of the dumping of raw sewage on land (“septage spreading”). 	<ul style="list-style-type: none"> Spreading of septage is permitted by provincial policy, subject to provincial approval.

Environment and Greenlands System Discussion Paper Submissions – Public Comments

Submission Number and Name	Description of Submission	Regional Staff Response
		<ul style="list-style-type: none"> • This comment was also forwarded to the Regional Works Department, who prepared this response: • Below describes the legal requirements and items to safeguard against contamination: <ul style="list-style-type: none"> ○ Written notice is sent to the MECP, local jurisdiction, and delivered to the neighbouring properties prior to a farm receiving the Region’s biosolids. ○ Application of the Region’s biosolids on agricultural land strictly adheres to the Nutrient Management Act and its regulation 267/03. ○ The regulation is a comprehensive, science-based regulation having many built-in safeguards to achieve groundwater and surface water protection. ○ OMAFRA approval is also conditional on source protection plans identifying areas that can safely receive municipal biosolids. ○ The MECP is the responsible agency for the enforcement of the Nutrient Management Act and actively monitors the land application of biosolids.
002-02 Brian Puppa	<ul style="list-style-type: none"> • Concerns expressed over climate change and extreme rainfall which could cause run-off and water quality concerns (Source Protection), pathogen transfer by animals, and risks to domestic animals that come in contact with the septage. 	<ul style="list-style-type: none"> • The ROP will contain source protection policies in conformity with applicable source protection plans.

Legend of Discussion Questions

Number	Discussion Question
1.	Are the current goals for the Environment and Greenlands System still relevant/appropriate?

Environment and Greenlands System Discussion Paper Submissions – Public Comments

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5.	Should policies regarding ecosystem compensation and valuation be included in the ROP through Envision Durham? If so, are there examples of best practices?
6.	How can the ROP support the consideration of Traditional Ecological Knowledge in land-use decisions?
7.	How can the ROP better support environmental stewardship efforts in Durham? What are other examples of best practices?
8.	Are there additional factors the Region should take into account when reconsidering the Major Open Space Areas designation?
9.	Do you feel that a separate Tourist Activity/Recreation Node designation is necessary in the ROP? If so, do you feel the policies should be enhanced or revised?
10.	Should Open Space Linkages and Waterfront Links continue to the identified in the ROP? If so, what additional areas should be identified and how could the policies associated with these areas be enhanced?
11.	How can the Region best support the protection and enhancement of significant woodlands in Durham?
12.	Should there be targets included in the ROP for other natural heritage and hydrologic features in addition to woodlands?
13.	Should the Region include more detailed policies prescribing minimum vegetation protection zones (where they are not otherwise prescribed by provincial policy)?
14.	Recognizing the two-tier municipal system, how should the Region best protect the natural heritage system, features, and areas in the ROP (overlay, designation, level of detail)?
15.	How should the ROP address the issue of wildland fire hazards?
16.	What should the Region's role be in the protection of land for environmental purposes and how can the ROP provide further policy support for this?
17.	Are there any additional considerations or best practices that the Region should be considering when updating the Region's EIS policies?
18.	Are there any other land use compatibility issues the Region should be considering through Envision Durham?
19.	Have we missed any trends that you feel should be reviewed and considered in the Environment/Greenlands System context as part of Envision Durham?

Transportation System Discussion Paper Submissions – Agency Comments

Submission Number and Agency	Description of Submission	Regional Staff Response
001-01 Richard Scott, on behalf of: Parks Canada (Parks Canada)	<ul style="list-style-type: none"> Page 32 (ACG): Parks Canada is interested in participating, particularly with respect to rural arterial roads that traverse portions of the park in Durham Region. 	<ul style="list-style-type: none"> Comments noted by staff.
001-02 Parks Canada	<ul style="list-style-type: none"> Page 32 (ACG): These principles should also identify a "complete streets" approach to rural roads, including those that reflect the objectives of Rouge National Urban Park. See the Park Management Plan, pp 43-44 under "Compatible Infrastructure." 	<ul style="list-style-type: none"> Several policy directions related to active transportation are proposed, which will help address a complete streets approach on arterial roads, particularly within SGAs but rural areas (hamlets, trail crossings) will be considered.
001-03 Parks Canada	<ul style="list-style-type: none"> Page 35 (on 2019 Review for Rural Areas): Parks Canada is interested in participating as Rouge National Urban Park's northeast section falls within the rural area of Durham Region. 	<ul style="list-style-type: none"> Comments noted by staff.
001-04 Parks Canada	<ul style="list-style-type: none"> Page 43 (active transportation): Active transportation also includes trips to recreational destinations such as the Lake Ontario waterfront and Rouge National Urban Park. 	<ul style="list-style-type: none"> Comments noted by staff.
001-05 Parks Canada	<ul style="list-style-type: none"> Page 43 (section 5.3.1, MMLOS): We presume this approach will be applied to rural road widenings such as those that might occur within Rouge National Urban Park. 	<ul style="list-style-type: none"> Policy directions related to a Multi-Modal Level of Service approach, including the provision of facilities to encourage multi-modal transportation options, will be included when constructing or reconstructing Regional transportation facilities to ensure the comfort and safety of all road users.
001-06 Parks Canada	<ul style="list-style-type: none"> Page 44 (section 5.3.2, RCP/cycling): include "as well as Parks Canada in the Durham Region portions of Rouge National Urban Park". 	<ul style="list-style-type: none"> Comments noted by staff.
001-07 Parks Canada	<ul style="list-style-type: none"> Page 44 (section 5.3.3, public lands): The 3 kilometres of existing and 9 kilometres of planned trails in the Durham Region portion of Rouge National Urban Park in north Pickering and Uxbridge should be noted. Most of these trails will be cyclable. 	<ul style="list-style-type: none"> A new Active Transportation map schedule in the ROP is proposed as a policy direction, based on the updated Primary Cycling Network from the Regional Cycling Plan Update and the Regional Trail Network in the Durham TMP.

Transportation System Discussion Paper Submissions – Agency Comments

		<ul style="list-style-type: none"> The Regional Trail Network component will include existing and planned connections within the portions of Rouge National Urban Park within Durham Region.
001-08 Parks Canada	<p>Responding to Discussion Question #8:</p> <ul style="list-style-type: none"> Trail connections serve much more functions than active transportation corridors. As recreational corridors they serve as linear destinations, and this function should be recognized. The Waterfront Trail is first and foremost in this category, as are the planned trails in Rouge National Urban Park, including those in the Durham Region portion of the park (which will serve as recreational trails, not active transportation routes). 	<ul style="list-style-type: none"> A new Active Transportation map schedule in the ROP is proposed as a policy direction, based on the updated Primary Cycling Network from the Regional Cycling Plan Update and the Regional Trail Network in the Durham TMP. The map schedule is intended to support active transportation in the ROP, supported through proposed policy directions.
001-09 Parks Canada	<ul style="list-style-type: none"> Page 47 (Section 5.4.1, ROW Map Schedule in ROP) should also be “Subject to environmental assessments of specific arterial road sections.” 	<ul style="list-style-type: none"> A new Arterial Right-of-Way map schedule in the ROP is proposed as a policy direction, which would show specific right-of-way requirements by arterial road segment. It will consider planned rights-of-way identified through completed Class EA studies, and will allow for refinements to be made as a result of new Class EA studies on specific arterial corridors.
001-10 Parks Canada	<ul style="list-style-type: none"> Page 48: (section 5.4.2, Complete Streets Approach) Parks Canada supports this approach and recommends that a complete streets approach include roads with a rural context, including those within Rouge National Urban Park. 	<ul style="list-style-type: none"> The Region intends to update its Arterial Corridor Guidelines but will also review arterial road criteria as part of the arterial Right-of-Way map schedule and policy updates considering rural sections of Regional roads.
001-11 Parks Canada	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> Yes, but it should also apply to new and widened arterial roads within the Greenbelt that are required to serve--but are not within--new growth areas. The Greenbelt Plan has specific policies for infrastructure that should be incorporated into official plan policies. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions section on Environmental Assessments.
001-12 Parks Canada	<ul style="list-style-type: none"> Page 50 (section 5.4.5 – Climate Change adaption and mitigation, past paragraph): This is a per capita measure, but 	<ul style="list-style-type: none"> Comments noted by staff.

Transportation System Discussion Paper Submissions – Agency Comments

	<p>the overall expected increase in road travel in absolute numbers should be noted, and what beneficial effects on total transportation emissions are expected from higher transit use, active transportation, more fuel-efficient vehicles, and EV use over the planning period.</p>	
<p>001-13 Parks Canada</p>	<p>Responding to Discussion Question #11:</p> <ul style="list-style-type: none"> • Yes, the role of on-line shopping and delivery of groceries, meals, goods, and services that could reduce the number of cars and replace them with fewer but larger delivery vehicles. Also the use of carpool/commuter/GO lots on weekends for recreational use when they are usually mostly empty for access to shopping and recreation. Parks Canada worked with York Region in its Transportation Master Plan to recognize this dual function in enhancing shuttle bus access to and through Rouge National Urban Park; benefits include reduced parking footprint in the park, better park access for non-auto users. 	<ul style="list-style-type: none"> • The ROP supports carpooling as a TDM measure and supports Highway 407 Transitway stations being implemented as commuter lots and transit interfaces between GO and DRT service, until higher order transit along the 407 Transitway is implemented long-term. • Additional policy directions are proposed supporting advocacy for new carpool lots through the Small Urban and Rural Carpool Program and advocacy for MTO/Metrolinx to construct new commuter lots, including at future 407 Transitway stations and elsewhere on the Provincial Highway system.
<p>001-14 Parks Canada</p>	<p>Responding to Discussion Question #12:</p> <ul style="list-style-type: none"> • The design of carpool lots should accommodate bus shuttles on weekends such as that now being developed to serve visitors to Rouge National Urban Park. 	<ul style="list-style-type: none"> • Comments noted by staff; currently being incorporated into commuter lots implemented by MTO on the 407 Transitway lands.
<p>001-15 Parks Canada</p>	<ul style="list-style-type: none"> • Page 54 (section 5.5.5. Re Age Friendly Communities): One area deserving of attention is that of trail crossings of arterial roads in rural areas and in Rouge National Urban Park. These crossings usually occur away from intersections on roads that often carry high volumes of traffic at high speeds. This topic should be examined as part of any trails strategy. 	<ul style="list-style-type: none"> • The Regional Cycling Plan Update has expanded the Primary Cycling Network to include the Province-wide Cycling Network, which includes the Waterfront Trail and most of the Great Trail. It is also proposing ways to address gaps for multi-use paths on Regional roads that are part of the Primary Cycling Network. Off-road trails will still be the responsibility of the area municipalities, even ones that are part of the Primary Cycling Network

Transportation System Discussion Paper Submissions – Agency Comments

		or Regional Trail Network. Crossings of Regional roads are considered in the Regional Cycling Plan Update.
001-16 Parks Canada	<p>Responding to Discussion Question #13:</p> <ul style="list-style-type: none"> On-line shopping and delivery and the implications for the Region's physical retail footprint and the nature and volume of travel demand should be discussed. 	<ul style="list-style-type: none"> A separate Freight and Goods Movement review is underway. The impacts of online shopping in terms of goods movement for home and commercial deliveries will be part of this review.
002-01 Toronto and Region Conservation Authority (TRCA)	<ul style="list-style-type: none"> The discussion paper states on page 43 that “The ROP currently supports the development of different mobility options for Durham residents, including walking and cycling, and establishing sustainable transportation initiatives that respect natural, social and cultural environments. The ROP includes the goal of providing for an integrated, safe, efficient and reliable Transportation System for all users, regardless of travel mode”. TRCA supports the above statement and goal and recommends that the Region take a “complete streets” approach, to create a user friendly environment for all road users that is connected to Regional transportation systems, municipal transportation systems, and to recreational and health-promoting destinations such as parkland and conservation authority lands. This should also include making active use environments along busy streets enjoyable for users by incorporating the planting of trees for beautification, provision of shade, and green infrastructure for climate change resilience. 	<ul style="list-style-type: none"> The Region intends to update its Arterial Corridor Guidelines, but will also review arterial road criteria as part of the arterial Right-of-Way map schedule and policy updates related to areas such as active transportation, TOD and Multi-Modal Level of Service. This will bring the criteria in line with a complete streets approach, as recommended through the Durham TMP.
002-02 TRCA	<ul style="list-style-type: none"> TRCA strongly supports the paragraph in the discussion paper that states: “There is an opportunity to extend the Meadoway easterly into Durham Region on the same hydro corridor as a valuable east-west connection for Pickering, northern Ajax, Brooklin and north Oshawa. A Durham Meadoway would not only enhance the Regional Trail Network, but also support opportunities for complementary community uses including urban agriculture, small gardens, parks or naturalization efforts.” TRCA is currently working with the City of Toronto on 	<ul style="list-style-type: none"> The Regional Cycling Plan Update has expanded the Primary Cycling Network to include Province-wide Cycling Network, which includes the Waterfront Trail. It also proposes ways to address gaps for multi-use paths on Regional roads that are part of the Primary Cycling Network. Off-road trails will still be the responsibility of the area municipalities, even ones that are part of the Primary Cycling Network or Regional Trail

Transportation System Discussion Paper Submissions – Agency Comments

	<p>implementation of the Meadoway, and would be pleased to enter into an agreement with Durham Region and the area municipalities to provide similar support. Enhanced trail connections as key active transportation linkages should also involve trail connections and improved access to transit stations and carpool lots, along with having appropriate infrastructure in place to lock or store bikes, for example, and shelters for protection from harsh weather.</p> <ul style="list-style-type: none"> • The Region, lower tier municipalities and the conservation authorities all need to work in partnership to ensure all components of the transportation and trail systems, including valleyland trail systems, are integrated and work together - including the location of trail heads and trail head parking lots. In Seaton for example, the Region is taking responsibility for the multi-use trails along the major arterial roads, but further coordination is lacking to address possible trail use under new bridges or connection to city trails. Efforts should be made to create a co-ordinated trail plan for the entire Region. This should incorporate Regional and municipal trails including parkland and conservation authority (CA) trails, as well as actively designed roads to accommodate protected cycling lanes that are connected to similar active transportation systems planned through lower tier municipalities. All components of the trail system including trail heads, need to be discussed and designed/planned for, to ensure appropriate space and property is available to accommodate uses. • Active transportation policies should also recognize the importance of proper trail management to avoid, or mitigate, impacts to natural heritage system and water resource system components (e.g. prevent encroachment, damage). 	<p>Network. The Durham Meadoway is also proposed as a separate initiative on the Gatineau Hydro Corridor lands from Pickering (Rouge Park) to Oshawa.</p> <ul style="list-style-type: none"> • The Regional Cycling Plan Update has reviewed gaps in the Primary Cycling Network, and will be making recommendations to address those gaps for implementation. • A new Active Transportation map schedule in the ROP is proposed as a policy direction, based on the updated Primary Cycling Network from the Regional Cycling Plan Update and the Regional Trail Network in the Durham TMP. It will include the Durham Meadoway. • The map schedule is intended to support active transportation in the ROP, supported through proposed policy directions. • Work on the Durham Meadoway is in progress, including an Existing Conditions report released in fall 2020 and consultation on alignment alternatives will proceed in 2021. TRCA is an important stakeholder in this project and we look forward to their continued involvement in this project.
002-03 TRCA	<ul style="list-style-type: none"> • Yes. Identifying the future required right-of-way (ROW) land base early on would help to inform infrastructure planning decisions made during the EA process. Often times, lack of space within an existing ROW is an issue, particularly when it 	<ul style="list-style-type: none"> • Proposed policy directions related to climate change mitigation measures for arterial roads, including use of right-of-way for stormwater management and reducing the impacts of runoff

Transportation System Discussion Paper Submissions – Agency Comments

	<p>comes to designing for stormwater controls and management. Built roads, which are being expanded, often run into issues where space is lacking and SWM controls necessary to meet basic requirements cannot be met. Identifying a larger ROW to plan for ultimate road expansions, as well as for treatment of runoff water quality and quantity and plantings of urban street trees for example, would aid in on-going and future planning within the area.</p>	<p>from the roadway into watercourses, are anticipated to be included in the new ROP.</p>
<p>002-04 TRCA</p>	<ul style="list-style-type: none"> • TRCA strongly agrees with an integrated process and the following paragraph from the discussion paper: <ul style="list-style-type: none"> ○ “Planning Act processes may pre-approve the alignments of arterial (and longer collector) roads in new growth areas. The Planning Act process, however, may not identify the most suitable alignment from an environmental or engineering perspective, compared to the four-phase Municipal Class EA process in planning for new roads. An integrated Planning Act and Class EA process would examine alternatives for an entire new section of arterial road in a comprehensive manner...” • As noted in the passage above, often times the EA process and Planning Act process run on separate timelines/schedules and are not well coordinated. Having an integrated Class Environmental Assessment and Planning Act process in new growth areas to optimize the alignment and design for arterial roads would also be beneficial when addressing SWM, as ponds within development blocks often take road runoff, and have to be designed to accommodate those flows. Having an integrated approach would better address those independent but integrated concerns. However, the municipality must retain control of this process to safeguard against development proponents proposing major arterial roads through areas that would suit their development needs but may not be the best possible alignment with respect to environmental impacts. 	<ul style="list-style-type: none"> • Proposed policy directions emphasize the importance of advancing Class EA studies in advance of, or integrated with, the Planning Act for secondary plans or significant areas of intensification for arterial roads. • Pending the changes proposed by the MEA, support for the planning and design of arterial roads through the secondary plan process to comply with the MEA Class EA process will also be acknowledged. • Coordination of Regional and area municipal TMPs could be improved, but conflicting conclusions can stem from the Regional perspective for a TMP in emphasizing inter-municipal travel, whereas the focus of an area municipal TMP is connectivity between neighbourhoods and not always broader network issues.

Transportation System Discussion Paper Submissions – Agency Comments

	<ul style="list-style-type: none"> Similarly, the Transportation Master Plan process between the upper and lower tier municipalities needs to be better coordinated and aligned to prevent conflicting conclusions from being reached. TRCA has previously commented on three transportation proposals in the Region’s TMP (Clements Road, Fifth Concession and Shoal Point Road connections) that would negatively impact the natural heritage system, control of flooding and/or TRCA properties. That letter is attached to this submission, with examples of where these conflicting conclusions have been made. 	
002-05 TRCA	<ul style="list-style-type: none"> TRCA strongly supports the paragraph in the discussion paper that states: “The ROP could also contain policies towards creating and regularly updating TDM development guidelines. Supporting policies for these guidelines would promote a more rigorous and consistent approach to reviewing site-specific design for new developments. They could articulate how TDM measures such as bike parking, end-of-trip facilities (bike lockers and showers at workplaces, for example) and better connections to transit stops should be enabled.” 	<ul style="list-style-type: none"> Transportation Demand Management (TDM) policy directions, beyond those focused on Smart Commute in the current ROP, are proposed. A TDM Development Guideline to articulate and implement the TDM policy directions is planned to be developed in 2021, in consultation with the area municipalities and as part of the Envision Durham process.
002-06 TRCA	<ul style="list-style-type: none"> The Region should play an active role in supporting carpooling by providing carpool parking lots in multiple, environmentally suitable locations and by providing active transportation infrastructure (trails) to get people to the lots, as well as secure bike storage facilities 	<ul style="list-style-type: none"> Comments noted by staff and supported through TDM measures by Region.
002-07 TRCA	<ul style="list-style-type: none"> The discussion paper states: “A key consideration in adapting Regional road infrastructure to projected climate conditions, such as more extreme storm events and warmer temperatures, is to prevent or reduce travel disruptions. The Durham Community Climate Adaptation Plan, 2016 recommends programs for resilient asphalt, road embankments, and adaptive culverts and bridges to protect Regional Transportation System assets.” These actions must be truly integrated into official plan policies and fully enacted during construction of regional (and local) transportation assets to 	<ul style="list-style-type: none"> The ROP supports carpooling as a TDM measure and supports Highway 407 Transitway stations being implemented as commuter lots and transit interfaces between GO and DRT service, until higher order transit along the 407 Transitway is implemented long-term. Additional policy directions are proposed supporting advocacy for new carpool lots through the Small Urban and Rural Carpool Program and advocacy for MTO/Metrolinx to construct new

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	<p>ensure that watercourse crossings, in particular, are not based on just meeting minimum hydraulic requirements and cost.</p> <ul style="list-style-type: none"> • Another way of adapting to climate change impacts on Regional roads and the overall Transportation System is to support low impact development storm water management techniques to reduce the amount of runoff going into the storm sewer system, and by ensuring adequate right of way widths to accommodate space for these technologies. The Region should also consider its role in identifying and promoting the development of EV charging stations and other clean infrastructure. 	<p>commuter lots, including at future 407 Transitway stations and elsewhere on the Provincial Highway system.</p> <ul style="list-style-type: none"> • Policy directions related to Electric Vehicles (EVs) are included in the Climate Change section. • Proposed policy directions related to climate change mitigation measures for arterial roads, including use of right-of-way for stormwater management and reducing the impacts of runoff from the roadway into watercourses, will be included in the new ROP.
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Legend of Discussion Questions

Number	Discussion Question
1.	Beyond “In Delivery and “In Development” transit projects, which projects do you feel will have the greatest benefit to increase transit use and promote transit supportive development in Durham?
2.	Should the Region only designate Regional Corridors adjacent to the High Frequency Transit Network?
3.	Should Transit Oriented Development policies and guidelines for Strategic Growth Areas be tailored to the planned level of transit service?
4.	Do you support Major Transit Station Areas having specific transportation-related policies to support their development as Transit Oriented Development places, similar to those already applied to Regional Centres?
5.	What up-front considerations should the Regional Official Plan provide with respect to transit supportive development outside of Strategic Growth Areas?
6.	Do you support a new Transit Hub designation and policies as part of the Regional Official Plan?
7.	How can Regional Official Plan policies support planning for all road users when assessing new developments and reconstructing or building new roads?
8.	How should the Regional Official Plan recognize or plan for enhanced trail connections as key active transportation linkages within hydro corridors and Waterfront Areas?
9.	Would providing clearer future right-of-way requirements for specific sections of arterial roads in the Regional Official Plan be beneficial for development application review or Class Environmental Assessment studies?
10.	Is it appropriate that the Regional Official Plan address an integrated Class Environmental Assessment and Planning Act process in new growth areas to optimize the alignment and design for arterial roads?

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11.	Are there aspects of Transportation Demand Management beyond employer and school trips, and review of development applications, that should be addressed in greater detail in the Regional Official Plan?
12.	What should the Region's role be in supporting carpooling, and in what locations would this be most appropriate?
13.	What are the potential implications of emerging technologies on the Regional Transportation System?
14.	How should the Regional Official Plan be enhanced to better support the role of ports to the regional economy, such as the Port of Oshawa and the St. Marys Cement dock facility?
15.	What should the Region consider in supporting the Strategic Goods Movement Network while preserving a complete streets approach for all road users?
16.	Have we missed any trends that you feel should be reviewed and considered in the Transportation System context as part of Envision Durham?

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Submission Number and Municipality	Description of Submission	Regional Staff Response
001-01 Township of Scugog	<ul style="list-style-type: none"> As outlined in the Region’s TMP, Township staff may find it beneficial for the Region to provide future right-of-way requirements for Regional arterial roads through a schedule in the ROP. 	<ul style="list-style-type: none"> A new Arterial Right-of-Way map schedule in the ROP is proposed as a policy direction, which would show specific right-of-way requirements by arterial road segment. Policy directions supporting the proposed map schedule are recommended, in consultation with the area municipalities.
001-02 Township of Scugog	<ul style="list-style-type: none"> As outlined in the Region’s Climate Change and Sustainability Discussion Paper, Township staff would support more goals and policies in the ROP to reduce auto travel through the development of complete communities, Transportation Demand Management (TDM) and the provision of active transportation infrastructure. TDM strategies should be required and not just encouraged for certain types of development applications. 	<ul style="list-style-type: none"> Transportation Demand Management (TDM) policy directions, beyond those focused on Smart Commute in the current ROP, are proposed.
001-03 Township of Scugog	<ul style="list-style-type: none"> The Durham TMP recommends that TDM development guidelines be created to ensure that when proposals for new development are reviewed, cycling facilities, pedestrian and transit access to and from the site are constructed in a manner that supports non-auto modes. The ROP could also contain policies towards creating and regularly updating TDM development guidelines. Supporting policies for these guidelines would promote a more rigorous and consistent approach to reviewing site-specific design for new developments. 	<ul style="list-style-type: none"> A TDM Development Guideline to articulate and implement the TDM policy directions is planned to be initiated in 2021, in consultation with the area municipalities and as part of the Envision Durham process.
002-01 City of Oshawa	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> In Durham Region, there are two “In Delivery” transit projects identified: <ul style="list-style-type: none"> The GO Rail 15-minute two-way all-day service along the Lakeshore East GO corridor to the existing Oshawa GO Station; and, 	<ul style="list-style-type: none"> Simcoe Street is designated as a Rapid Transit Spine, through Amendment #171, recognizing its planned function as a rapid transit corridor in the Durham TMP. Policy directions are proposed to designate the Highway 2 Regional Corridor from the

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Submission Number and Municipality	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> ○ The Lakeshore East GO Rail extension to Bowmanville (although four options showing different alignments and station locations for the GO Lakeshore East extension are currently being reviewed by Metrolinx at this time). ● There is one “In Development” transit project in Durham Region, which is the Durham-Scarborough Bus Rapid Transit (B.R.T.) project between Scarborough City Centre and downtown Oshawa along Highway 2. City staff recently provided the Development Services Committee information on this B.R.T. project via Item DS-19-224, dated November 13, 2019. Item DS-19-224 was received for information and staff was directed to report back to the Development Services Committee and Council following the November 19, 2019 Public Information Centre Public Meeting on this project. There are a number of other Frequent Rapid Transit Network (F.R.T.N.) projects in Durham that are currently being assessed by Metrolinx in order to prioritize the projects and develop appropriate timelines for further study, construction and funding in Oshawa. These projects include a future Simcoe Street B.R.T. and Light Rapid Transit (L.R.T.) project and a future Steeles Avenue/Taunton Road Priority Bus/Priority Streetcar project. ● Beyond the “In Delivery” and “In Development” transit projects, staff are of the opinion that the future Simcoe Street B.R.T. and L.R.T. project will have a great benefit to increase transit use and promote transit supportive development in Oshawa and in Durham. Simcoe Street between Highway 401 and Highway 407 East, where the Simcoe Street B.R.T. and L.R.T. project is generally located, is designated as a Regional Corridor and Regional Transit Spine in both the Durham Regional Official Plan 	<p>Toronto/Durham border easterly to Highway 418 in Clarington, and the Simcoe Street Regional Corridor from Gibb Street in Downtown Oshawa to Highway 407 as a “Rapid Transit Spine Intensification Corridor” (see Corridors section within the Vibrant Urban System chapter).</p> <ul style="list-style-type: none"> ● TOD related policy directions for SGAs, including Simcoe Street as a Rapid Transit Spine Intensification Corridor (along with being a Rapid Transit Spine), are proposed. These upcoming policies are planned to be supported through the development of a TOD Guideline. ● In Fall 2020, the Region conducted a Simcoe Street Transit Pilot Study, intended to improve the reliability and efficiency of transit while maintaining all on-street parking and access for vehicles. The Region will test bus stop optimization as part of the pilot, and other transit improvements have been put forward for implementation in the long-term. A broader EA study to introduce rapid transit on the corridor is also planned to start in 2021. ● In February 2020, Metrolinx announced it is moving forward with the Option 2 alignment for the GO Lakeshore East Extension, through its release of the Initial Business Case Update for the project. The Option 2 alignment will use the GM rail spur to connect the CN Rail line south of Highway 401 to the CP Rail line to the north. ● The M TSA Proposed Policy Directions includes the update to the GO East Extension alignment and the

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	<p>(D.R.O.P.) and the Oshawa Official Plan (O.O.P.). Policy 3.3.1 of the O.O.P. states that:</p> <ul style="list-style-type: none"> • “The City shall encourage increased public transit usage and the transit supportive design of developments. The City shall also support the planning, implementation and operation of an integrated transit priority network consisting commuter rail and freeway transit services, Transportation Hubs and Commuter Stations, as designated on Schedule “B-1”. • It should also be noted that the City of Oshawa supports the Lakeshore East GO Rail extension to Bowmanville and specifically supports Option 1 of the four alternative options being considered by Metrolinx for the corridor extension. Option 1 reflects the preferred alignment approved in the 2011 Environmental Assessment (E.A.) Study, undertaken for the extension, and the alignment and planned station locations along the Canadian Pacific (C.P.) mainline (located north of Highway 401) have already been incorporated into the O.O.P. Option 1 includes four new GO station locations, two of which are in Oshawa: <ul style="list-style-type: none"> ○ Thornton’s Corners, located on the west side of Thornton Road South, north of Stellar Drive; and, ○ A new Central Oshawa GO Station, straddling the C.P. mainline midway between Simcoe Street South and Ritson Road South. <p>On May 21, 2019, Council adopted Resolution CNCL-19-45, confirming that the City continues to support the 2011 E.A. approved route through Central Oshawa to Bowmanville along the C.P. mainline (i.e. Option 1 as noted above) and that the City is committed to working with Metrolinx and the Province to support the Lakeshore East GO Rail extension along this alignment.</p>	<p>shift in location for the Thornton’s Corners station to Thornton’s Corners East (refer to MTSA Policy Directions, Report #2020-P-27).</p> <ul style="list-style-type: none"> • In November 2019, the Region established a Rapid Transit and TOD Office to focus on the development for the GO Lakeshore East stations as TOD places (and implementing Metrolinx’s TOC strategy), including attracting private sector development investments. Its mandate is also to further rapid transit infrastructure for Highway 2 and Simcoe Street.

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Submission Number and Municipality	Description of Submission	Regional Staff Response
<p>002-02 City of Oshawa</p>	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> • The High Frequency Transit Network consists of buses in planned High Occupancy Vehicle (H.O.V.) lanes, or buses in mixed traffic, with transit signal priority at major intersections and other measures to ensure fast and reliable transit service. Planned H.O.V. lanes may be converted to dedicated bus lanes as growth in ridership warrants. • The Regional Corridors currently designated in the D.R.O.P. are appropriate. Similarly, the current Regional approach to corridors identified for Oshawa is appropriate (i.e., as a uniform overlay) and allows for refinements to be made at the area municipal level. However, to address the requirement of Policy 5.2.5.3(d) in the Growth Plan (2019) to delineate Strategic Growth Areas (which include corridors), it is recommended that consideration be given to implementing a text-based approach rather than a mapping approach. This could be achieved by including detailed policies regarding the appropriate depth along corridors, taking locational criteria, land use barriers (e.g., watercourses, freeways, rail lines and hydro corridors) and the lotting fabric into account. • For example, the City of Oshawa has delineated Intensification Areas along segments of the following Regional corridors: <ul style="list-style-type: none"> ○ Simcoe Street North; ○ Taunton Road East; ○ King Street West; and, ○ Bloor Street. • However, in the absence of detailed Regional policies providing guidance with respect to what lands can be appropriately be considered within the overlay, the City’s approach is one that generally captures only properties that directly abut the actual corridor. Given that the configuration, size and depth of 	<ul style="list-style-type: none"> • Policy directions proposed to designate the Highway 2 Regional Corridor from the Toronto/Durham border easterly to Highway 418 in Clarington, and the Simcoe Street Regional Corridor from Gibb Street in Downtown Oshawa to Highway 407 as a “Rapid Transit Spine Intensification Corridor” (see Corridors section within the Vibrant Urban System chapter). • For the other Regional Corridor designations, they will be reviewed and those that can achieve the intended Regional Corridor function, as described in ROP policy will be retained. As a subsequent step, generalized intensification areas along Regional Corridors are recommended to be identified/designated in the ROP.

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	<p>abutting properties can be extremely diverse, this approach can be improved. Accordingly, criteria should be developed to guide what properties can appropriately be included within these intensification areas (e.g. only the abutting property along a Regional Corridor or two or three properties deep?). As well, clarity is needed as to whether or not the entirety of a large property abutting a Regional Corridor needs to meet the applicable density target, or just a portion of the property within a certain distance of the arterial road forming the corridor spine.</p>	
<p>002-03 City of Oshawa</p>	<p>Responding to Discussion Question #3:</p> <ul style="list-style-type: none"> • Transit Oriented Development (T.O.D.) is the clustering of higher-density, compact development in proximity to transit infrastructure. The design of T.O.D. places includes a mix of residential, community use, retail and other pedestrian amenities that support transit ridership, along with high quality active transportation connections. T.O.D. stresses the importance of pedestrian-oriented streets, places and buildings while minimizing parking needs. • T.O.D. policies and guidelines for Strategic Growth Areas should be tailored to the planned level of transit service. Staff agree that the formulation and application of T.O.D. guidelines and a corresponding strategy with enabling policies in the D.R.O.P. would form an important tool for ensuring that Strategic Growth Areas develop in a manner that supports transit use in the short, medium and long-term as T.O.D. places emerge and evolve. 	<ul style="list-style-type: none"> • TOD related policy directions for SGAs, which correspond to the Rapid Transit Network and components of the High Frequency Transit Network, are proposed and are planned to be supported through the development of a TOD Guideline. • Proposed Policy Directions for MTSAs were released on December 1, 2020 (Report #2020-P-27). The TOD Guidelines will support the MTSA policy directions (which were released on December 1, 2020 through Report #2020-P-27) and policy directions for the other SGAs being proposed. The proposed policy directions include tailoring/scoping measures based on the type of SGA and existing/planned transit network.
<p>002-04 City of Oshawa</p>	<p>Responding to Discussion Question #4:</p> <ul style="list-style-type: none"> • Major Transit Station Areas (M.T.S.A.s) are the areas including and around any existing or planned higher order transit station or stop within a settlement area, or the area including and 	<ul style="list-style-type: none"> • Proposed Policy Directions for MTSAs were released on December 1, 2020 (Report #2020-P-27). To support the policy directions, the TOD Guidelines will support development in MTSAs.

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	<p>around a major bus depot in an urban core. M.T.S.A.s are generally defined as the area within an approximate 500 to 800 metre radius of a transit station, generally representing a 10-minute walk.</p> <ul style="list-style-type: none"> • There are three proposed M.T.S.A.s in Oshawa: <ul style="list-style-type: none"> ○ Bloor Street West M.T.S.A. – surrounding the existing Oshawa GO Station on Bloor Street West; ○ Thornton’s Corners M.T.S.A. – surrounding the proposed Thornton Corners GO station north of Highway 401, west of Thornton Road South; and, ○ Central Oshawa M.T.S.A. – surrounding the proposed Central Oshawa GO Station along the C.P. mainline north of Highway 401, midway between Simcoe Street South and Ritson Road South. • Staff note that the Oshawa bus terminal at the southeast corner of Bond Street West and Centre Street North is centrally located within the Downtown Oshawa Urban Growth Centre, and is therefore not the focal point of an M.T.S.A. • Staff support M.T.S.As having specific transportation-related policies to guide and share their development as T.O.D. places. However, where an M.T.S.A. is located in a predominately industrial area or a Provincially Significant Employment Zone (e.g. the Bloor Street M.T.S.A.), staff recommend that the site-specific policies be developed to allow for flexibility to reflect the existing land use designations given the challenges associated with the conversion of employment lands for non-employment uses. 	
002-05 City of Oshawa	<p>Responding to Discussion Question #5:</p> <ul style="list-style-type: none"> • Some up-front considerations that the D.R.O.P. should provide with respect to transit-supportive development outside of Strategic Growth Areas are: 	<ul style="list-style-type: none"> • Transit-supportive policy directions for urban areas are proposed, which will help address maximum block or “barrier” distances (e.g., railway, creek, freeway) in urban areas from pedestrian

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Submission Number and Municipality	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> ○ Encouraging area municipalities to create street configurations, densities and urban form that support walking, cycling and transit; ○ Ensuring pedestrian connectivity within and between neighbourhoods on routes that are convenient, safe, attracted well-connected; ○ Encouraging area municipalities to promote land uses and urban design that support and encourage the use of active and multi-modal transportation; and, ○ Including policies related to the “first and last mile”, which focuses on getting people to and from transit stations, transportation hubs and fixed route transit services, as well as to and from their home or workplace without the use of a private automobile. 	<p>connections, active transportation connectivity and continue to restrict reverse lot frontage.</p>
<p>002-06 City of Oshawa</p>	<p>Responding to Discussion Question #6:</p> <ul style="list-style-type: none"> ● The current D.R.O.P. designates both existing and future Transportation Hubs and Commuter Stations. Transportation Hubs are major travel destinations and facilitate transfers between different modes of travel or between transit services. There are two future Transportation Hubs identified in Oshawa (located along the Simcoe Street North corridor partially within the Windfields Main Central Area, and also within the Downtown Main Central Area). In addition, there is one existing Commuter Station identified in Oshawa (i.e. the existing Oshawa GO Station) and one future Commuter Station identified in Oshawa (located along Metrolinx’s approved 2011 E.A. rail alignment, south of Bloor Street East, east of Farewell Street). ● However, there are other locations in the Region that are transit focal points that are not currently identified in the Regional Official Plan as a Transportation Hub, Commuter 	<ul style="list-style-type: none"> ● Through Envision Durham, the potential of a new Transit Hub designation was reviewed and is not recommended. ● In place of a Transit Hub designation, policy directions supporting transit stations or terminals (both existing and planned) based on the Durham TMP and DRT service plans are proposed. ● The Transportation Hub designation currently in the ROP for Central Oshawa is proposed to be replaced by a Commuter Station designation, as for all GO stations (existing and planned). ● The Transportation Hub designation currently in the ROP for the Simcoe Street/Highway 407 area is proposed to be deleted. The proposed policy direction is to recognize the location of future transit terminals and stations in the Durham TMP and DRT service plans be integrated or protected

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	<p>Station or M.T.S.A. This includes the future commuter station at Thornton’s Corners which is currently deferred in the D.R.O.P. These locations facilitate transfers between different transit routes and/or services and could support complementary T.O.D. in certain locations. Such a new designation could also be supported by policies emphasizing good active transportation connectivity, passenger amenities and prioritization for buses to and from these sites, encouraging use and enhancing the first mile-last mile experience for transit users.</p> <ul style="list-style-type: none"> • Staff support the creation of Transit Hub policies as part of the D.R.O.P. and recommend that the following terminals be considered as a new Transit Hub: <ul style="list-style-type: none"> ○ Oshawa Centre Terminal – connects Durham Region Transit routes operating in Oshawa; ○ North Oshawa Campus Terminal – services the Ontario Tech University and Durham College main campuses; and, ○ Harmony Terminal – the transfer point for existing and future routes servicing north Oshawa located northeast of the intersection at Harmony Road North and Taunton Road East. • However, staff request clarity as to whether or not a new Transit Hub designation would be a land use designation vs. an overlay (e.g. similar to M.T.S.A.s). The City experienced this issue during Official Plan Amendment 179 when a developer appealed a future commuter station overlay, suggesting it should be a designation while the City determined it to be an overlay of the underlying land use designation. Staff recommend that a new Transit Hub designation be an overlay of the underlying land use designations. 	<p>for through the development application review process. The Durham TMP recognizes the North Oshawa Campus Terminal and the ROP recognizes 407 Transitway stations as important bus transfer points and advocates their implementation as commuter lots in advance of the 407 Transitway (policy 11.3.18 g).</p>

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	<ul style="list-style-type: none"> Staff also recommend providing a clear definition of “Transit Hub” in the D.R.O.P., to show how it differs from a Transportation Hub. 	
002-07 City of Oshawa	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> Regional Official Plan policies can support planning for all road users when assessing new developments and reconstructing or building new roads by: <ul style="list-style-type: none"> Carefully considering intersection spacing, including opportunities to be flexible, where appropriate in view of contextual conditions; Having regard for and supporting cyclists and cycling infrastructure; Having regard for and supporting road safety, speed reduction and traffic calming measures along appropriate stretches of road; Encouraging the inclusion of street trees and landscaping features along Regional roads; Considering the implementation of Community Safety Zones; Considering future transportation related technologies such as autonomous vehicles and electric vehicles/electric vehicle charging stations; Supporting area municipalities in the provision of sidewalks, lighting, transportation shelters, multi-use paths and other required street furniture appropriate to the planned adjacent land uses and/or planned corridor functionality; and, Highlighting the importance of road rights-of-way as primary components of the public realm, including urban design 	<ul style="list-style-type: none"> Several policy directions related to active transportation are proposed, which will help address a complete streets approach on arterial roads, particularly within SGAs. Policy directions related to a Multi-Modal Level of Service approach, including the provision of facilities to encourage multi-modal transportation options will be included when constructing or reconstructing Regional transportation facilities to ensure the comfort and safety of all road users. This would also be considered in the development review process, particularly for areas experiencing capacity constraints and intended for higher densities (Urban Growth Centres, Regional Centres and delineated Regional Centres on Rapid Transit Spines). The Regional Cycling Plan Update has reviewed gaps in the Primary Cycling Network and will be making recommendations to address those gaps for implementation. The Region intends to update its Arterial Corridor Guidelines but will also review arterial road criteria as part of the arterial Right-of-Way map schedule and policy updates. This will bring the criteria in line with a complete streets approach, as recommended through the Durham TMP.

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	policies that support this aspect of their multi-faceted functionality as attractive, high-quality urban spaces.	
002-08 City of Oshawa	<p>Responding to Discussion Question #8:</p> <ul style="list-style-type: none"> • The D.R.O.P. should recognize and plan for enhanced trail connections as key active transportation linkages within hydro corridors and Waterfront Areas by: <ul style="list-style-type: none"> ○ Encouraging stewardship, remediation and appropriate open space, park and trail initiatives that strive to enhance the ecological features and functions found within the Natural Heritage System; ○ Encouraging and providing incentives and/or partnerships to build trails (with the private sector as well as area municipalities); ○ Encouraging strategic land acquisition along the Lake Ontario shoreline for trail connections; ○ Encouraging and supporting the licensing of hydro corridor lands for trail and/or park purposes (including community gardens); and, ○ Encouraging area municipalities to develop strategies to guide the adequate provision of publicly accessible recreation facilities, parkland, open space areas and trails that are in keeping with environmental plans and strategies. 	<ul style="list-style-type: none"> • A new Active Transportation map schedule in the ROP is proposed as a policy direction, based on the updated Primary Cycling Network from the Regional Cycling Plan Update and the Regional Trail Network in the Durham TMP. • The map schedule is intended to support active transportation in the ROP, supported through proposed policy directions. • Policy directions supporting a more proactive planning and funding approach for active transportation facilities are proposed. • The Regional Cycling Plan Update has expanded the Primary Cycling Network to include the Province-wide Cycling Network, which includes the Waterfront Trail (and the Joseph Kolodzie Trail, for example). It is also proposes ways to address gaps for multi-use paths on Regional roads that are part of the Primary Cycling Network. Off-road trails will still be the responsibility of the area municipalities, even ones that are part of the Primary Cycling Network or Regional Trail Network. The Durham Meadoway is also proposed as a separate initiative on the Gatineau Hydro Corridor lands from Pickering (Rouge Park) to Oshawa.

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Submission Number and Municipality	Description of Submission	Regional Staff Response
002-09 City of Oshawa	<p>Responding to Discussion Question #9:</p> <ul style="list-style-type: none"> Staff agree that providing clearer future right-of-way requirements for specific sections of arterial roads in the D.R.O.P. would be beneficial for development application review or Class E.A. studies, particularly where opportunities for future road widenings are constrained. 	<ul style="list-style-type: none"> A new Arterial Right-of-Way map schedule in the ROP is proposed as a policy direction, which would show specific right-of-way requirements by arterial road segment. Policy directions supporting the proposed map schedule are recommended, in consultation with the area municipalities.
002-10 City of Oshawa	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> The Province is currently reviewing the E.A. Act to streamline the requirements for different types of E.A. studies. With the proposed changes that may come forward from these E.A. reviews, Planning Act processes may pre-approve the alignments of arterial (and longer collector) roads in new growth areas. However, the Planning Act process alone may not identify the most suitable alignment from an environmental or engineering perspective, compared to the four-phase Municipal Class E.A. process in planning for new roads. An integrated Planning Act and Class E.A. process would examine alternatives for an entire stretch of a new arterial road in a comprehensive manner, for example, instead of just for an arterial road segment within the boundary of a specific development area, such as a proposed draft plan of subdivision. If the Class E.A. requirements are superseded by the Planning Act process, the Region has indicated that it will consider policies that support the application of an integrated Class E.A. and Planning Act process for these new growth areas. In view of the foregoing, it is appropriate that the D.R.O.P. address an integrated Class E.A. and Planning Act process in new growth areas to optimize the alignment and design for roads and bridge crossings. 	<ul style="list-style-type: none"> Proposed policy directions will emphasize the importance of advancing Class EA studies in advance of, or integrated with, the Planning Act for secondary plans or significant areas of intensification for arterial roads. Pending the changes proposed by the MEA, support for the planning and design of arterial roads through the secondary plan process to comply with the MEA Class EA process will also be acknowledged.

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Submission Number and Municipality	Description of Submission	Regional Staff Response
002-11 City of Oshawa	<p>Responding to Discussion Question #11:</p> <ul style="list-style-type: none"> • Transportation Demand Management (T.D.M.) is an approach that can help decrease the use of less sustainable forms of transportation (i.e. driving alone in a vehicle). T.D.M. pairs infrastructure development with other approaches, such as marketing and education, to promote behavioural shifts and encourage residents to choose sustainable modes of transportation (e.g. carpooling, car sharing, offering park-and-ride options, the use of H.O.V. lanes and promoting teleworking). • Aspects of T.D.M. beyond employer and school trips and the review of development applications that should be addressed in greater detail in the D.R.O.P. include: <ul style="list-style-type: none"> ○ Encouraging transit use and active transportation generally throughout the entire Region for all trips (not just for employer and school trips); ○ Promoting the development of infrastructure necessary to support and encourage teleworking (e.g. broadband infrastructure); ○ Encouraging area municipalities and the private sector to develop parking management strategies that make more efficient use of parking resources and that encourage the use of sustainable modes of transportation; ○ Encouraging area municipalities to update their parking and zoning by-laws to support and facilitate TDM measures; and, ○ Encouraging partnerships between transit providers and the private sector and/or area municipalities to offer incentives for taking transit to and from special events in the Region. 	<ul style="list-style-type: none"> • Transportation Demand Management (TDM) policy directions, beyond those focused on Smart Commute in the current ROP, are proposed. • These policy directions propose encouraging use of transit and active transportation through programming and development review, and support for parking and zoning by-law updates by the area municipalities, including a Regional parking strategy direction to support SGAs. • A TDM Development Guideline to articulate and implement the TDM policy directions is planned to be initiated in 2021, in consultation with the area municipalities and as part of the Envision Durham process. • As detailed in the Regional Broadband Strategy, the Region is assessing options to support broadband expansion to underserved areas, which would help encourage telework/working from home as a TDM measure. Related ROP policy directions are proposed in the Prosperous Economy section.

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<p>002-12 City of Oshawa</p>	<p>Responding to Discussion Question #12:</p> <ul style="list-style-type: none"> • One of the goals of Oshawa’s Integrated Transportation Master Plan is “encouraging sustainability”, which includes reducing environmental impacts by supporting active transportation, transit and carpooling. • The Region should be encouraging area municipalities to promote carpooling and should also be responsible for education and outreach (i.e. through Smart Commute Durham). Owing to the fact that Metrolinx recently cancelled its funding for Smart Commute (including Smart Commute Durham), it is now more important than ever for the Region to continue to support Smart Commute Durham, which helps local employers and commuters explore and promote sustainable commuting options, such as carpooling, teleworking, transit, cycling, walking or flexible work hours. • Areas that could benefit from greater carpool support include: <ul style="list-style-type: none"> ○ Higher density areas such as Strategic Growth Areas (e.g. Oshawa’s Urban Growth Centre); ○ Areas surrounding the Region’s largest employers (in Oshawa this includes the Ontario Ministry of Finance, Lakeridge Health, and Ontario Tech University and Durham College in the Simcoe Street North corridor); ○ The existing Oshawa GO Station on Bloor Street West; and, ○ Areas along the Highway 407 East corridor (e.g. near the Simcoe Street interchange, where carpooling may be more likely to occur). 	<ul style="list-style-type: none"> • The ROP supports carpooling as a TDM measure and supports Highway 407 Transitway stations being implemented as commuter lots and transit interfaces between GO and DRT service, until higher order transit along the 407 Transitway is implemented long-term. • Policy directions are proposed supporting advocacy for new carpool lots through the Small Urban and Rural Carpool Program and advocacy for MTO/Metrolinx to construct new commuter lots, including at future 407 Transitway stations and elsewhere on the Provincial Highway system. • The Smart Commute Trip Matching Tool allows for residents to find others to carpool with, and through the TDM section, policy directions supporting its use are being considered.
<p>002-13 City of Oshawa</p>	<p>Responding to Discussion Question #13:</p> <ul style="list-style-type: none"> • The potential implications of emerging technologies on the Regional Transportation System include: <ul style="list-style-type: none"> ○ The demand for more electric vehicle charging stations throughout the Region; 	<ul style="list-style-type: none"> • Work on the myDurham Intelligent Communities Plan is evolving, and part of this work is a Smart Mobility Strategy, focusing on the role of emerging technologies, including Connected and Automated

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	<ul style="list-style-type: none"> ○ Increased funding for necessary infrastructure improvements to support these emerging technologies (i.e. money allocated to pay for electric charging stations at City or Regional facilities); ○ The need for incentives to support these emerging technologies; ○ The need for studies and policies related to and supporting autonomous vehicles and connected vehicles; and, ○ The need to understand how emerging technologies may impact the need/demand for parking. 	<p>Vehicles (CAVs) and Intelligent Transportation Systems.</p> <ul style="list-style-type: none"> ● Comments regarding Electric Vehicles (EVs) are noted by staff. ● Updates to the Region’s Smart Mobility Strategy will be incorporated through Envision Durham.
<p>002-14 City of Oshawa</p>	<p>Responding to Discussion Question #14:</p> <ul style="list-style-type: none"> ● The Port of Oshawa is the Region’s largest port and an important component of the Region’s transportation system and economy. From 2007-2017, the port handled over 500 vessels, shipped over 357,000 metric tonnes of cargo and generated over \$46 million in economic activity per year. Recently, in June 2019, the Oshawa Port Authority amalgamated with the Hamilton Port Authority to create the new Hamilton-Oshawa Port Authority (H.O.P.A.). ● The Port of Oshawa is linked to the Region’s Transportation System via Farewell Street. Schedule ‘B-2’, Preferred Haul Routes, of the O.O.P. shows that the preferred haul route for the Oshawa Harbour, which includes the Port of Oshawa, is Farewell Street, which connects to Highway 401. ● O.O.P. Policy 2.14.2.4 states that: <ul style="list-style-type: none"> ○ “It is the intent of this Plan to recognize the economic and recreational benefits of the Oshawa Harbour to the City and the Region. In this regard, the City shall encourage the modernization and expansion of the Oshawa Harbour and shall co-operate with all levels of government and their appropriate agencies to maximize the economic, industrial 	<ul style="list-style-type: none"> ● A separate Freight and Goods Movement review is underway, and policy directions to support the role of the Port of Oshawa will be included as part of this review. ● The Port of Oshawa is an important facility connected to the Strategic Goods Movement Network and policies to support its economic potential and viability will be considered as part of the above noted review. ● Regional staff look forward to participating in a future land use plan for the Port of Oshawa, as required by federal legislation for the Hamilton-Oshawa Port Authority.

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	<p>and recreational potential of the Oshawa Harbour. The City shall have regard for the continued economic viability of the Oshawa Harbour in the consideration of any development or redevelopment of lands in the vicinity of the harbour.”</p> <ul style="list-style-type: none"> • The D.R.O.P. should include policies that support the enhancement and continued development of the Port of Oshawa while recognizing that the developable lands surrounding the Port offer a unique and desirable opportunity for appropriate recreational, residential and mixed-use development based on the area’s locational attributes. • Further, Provincial and Federal governments should be partly responsible for improvements to the transportation linkages to the Port of Oshawa, including providing more efficient interchanges and repairing/reconstructing Farewell Street. • Lastly, in accordance with the Canada Marine Act, a new port authority is required to develop a land use plan. After consultation with H.O.P.A., staff was advised that H.O.P.A. will be initiating a land use plan in the near future. Staff recommends that both the City of Oshawa and Region of Durham be included in the consultation for H.O.P.A.’s future land use planning exercise. 	
002-15 City of Oshawa	<p>Responding to Discussion Question #15:</p> <ul style="list-style-type: none"> • The Region should consider road design criteria and/or guidelines that includes space for all road users (to particularly space for active transportation), including along preferred haul routes forming the Strategic Goods Movement Network which also traverse Strategic Growth Areas. • The Region should also investigate the feasibility of truck-only lanes on select sections of roads identified as preferred haul routes in the Region, to avoid potential conflicts with other road users (i.e. cyclists, private automobiles, etc.). 	<ul style="list-style-type: none"> • Through the Freight and Goods Movement Review, consideration of goods movement from a complete streets approach will be reviewed. • Truck-only lanes was not considered through the Durham TMP, as the volumes do not warrant that degree of separation, but reducing conflicts between truck traffic and vulnerable road users is an important component of the Region’s Vision Zero initiative. It will help inform the Region’s Arterial Corridor Guidelines review and the new

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		ROP, along with the Freight and Goods Movement Review.
002-16 City of Oshawa	<p>Responding to Discussion Question #16:</p> <ul style="list-style-type: none"> • The Region of Durham should consider accessible transportation in the Transportation System context as part of Envision Durham. With an aging population, it is important to consider the inclusion of policies related to providing accessible and affordable transportation for persons with disabilities and for persons of all ages who may have mobility challenges (e.g. children in strollers and their parents, older children/young adults and seniors). The Region of Peel’s Official Plan has an entire section (Section 5.9.11) on accessible transportation, which is a good example of the types of accessible transportation policies that the Region of Durham could consider implementing in the D.R.O.P. • Similarly, the Region of Durham should also consider age-friendly transportation guidelines and/or policies, with a focus on active transportation policies related to school travel (e.g. encouraging school-age children to use active transportation to get to and from school). The City of Oshawa’s 2019 Age-Friendly Strategy includes three objectives related to transportation: <ul style="list-style-type: none"> ○ Improve awareness of transportation options for older adults (e.g. collaborate with Durham Region Transit to consider promoting, improving and increasing awareness of public transit); ○ Enhance the Oshawa Senior Citizens Centre (O.S.C.C.) transportation program (e.g. enhance the O.S.C.C. Rideshare Program and share with community partners); and, 	<ul style="list-style-type: none"> • Age-friendly policy directions/approaches to the active transportation and access to transit service are being recommended. • The Regional Cycling Plan Update is nearing completion and is planned to be released in spring 2021. • Through TOD-related policy directions for the MTSAs and Regional Centres, access and intersection spacing policies as part of the arterial road criteria are being considered. This will help ensure that these areas support non-auto modes and achieve the mode share targets identified in the Durham TMP.

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	<ul style="list-style-type: none"> ○ Promote opportunities to increase active transportation (e.g. consider improving path and trail linkages between communities and destinations). ● Staff recommend that the Region update the 2012 Regional Cycling Plan. ● Lastly, staff recommend that the Region review their current practice and policies related to access off Regional roads, to ensure that they are aligned with the remainder of the D.R.O.P. (which encourages intensification and infill along Regional corridors) and to allow driveway access along Regional roads, where appropriate and permitted 	
003-01 Township of Brock	Responding to Discussion Question #2: <ul style="list-style-type: none"> ● Not specifically applicable to Brock. 	<ul style="list-style-type: none"> ● Comments noted by staff.
003-02 Township of Brock	Responding to Discussion Question #4: <ul style="list-style-type: none"> ● No MTSAs identified in Brock. 	<ul style="list-style-type: none"> ● Comments noted by staff.
003-03 Township of Brock	Responding to Discussion Question #5: <ul style="list-style-type: none"> ● An illustrated relationship between the regional and local transit system and planned development areas throughout the Region with language encouraging higher density development in areas most suitable to increasing the use of public transit. 	<ul style="list-style-type: none"> ● TOD related policy directions for SGAs, which correspond to the Rapid Transit Network and components of the High Frequency Transit Network, are proposed and are planned to be supported through the development of a TOD Guideline.
003-04 Township of Brock	Responding to Discussion Question #6 <ul style="list-style-type: none"> ● No transit hubs are identified in Brock. 	<ul style="list-style-type: none"> ● Comments noted by staff.

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003-05 Township of Brock	Responding to Discussion Question #7: <ul style="list-style-type: none"> A requirement to address all modes of transportation, including passive, active and connectivity through the various planning applications by demonstrating consideration of existing and planned transit routes and improvements in the immediate area of the development but also to the Regional system. 	<ul style="list-style-type: none"> Transportation Demand Management (TDM) policy directions, beyond those focused on Smart Commute in the current ROP, are proposed. A TDM Development Guideline to articulate and implement the TDM policy directions is planned to be developed in 2021, in consultation with the area municipalities and as part of the Envision Durham process.
003-06 Township of Brock	Responding to Discussion Question #8: <ul style="list-style-type: none"> Regional maps of existing and potential trail connections that are to be considered during major planning processes. 	<ul style="list-style-type: none"> A new Active Transportation map schedule in the ROP is proposed as a policy direction, based on the updated Primary Cycling Network from the Regional Cycling Plan Update and the Regional Trail Network in the Durham TMP.
003-07 Township of Brock	Responding to Discussion Question #9: <ul style="list-style-type: none"> Yes. The clearer the information, the more stream-lined all development application and EA processes would be. 	<ul style="list-style-type: none"> A new Arterial Right-of-Way map schedule in the ROP is proposed as a policy direction, which would show specific right-of-way requirements by arterial road segment. Policy directions supporting the proposed map schedule are recommended, in consultation with the area municipalities.
003-08 Township of Brock	Responding to Discussion Question #10: <ul style="list-style-type: none"> Yes. Strategic integration of planning processes should always be considered where appropriate & useful. 	<ul style="list-style-type: none"> Comments noted by staff.
003-09 Township of Brock	Responding to Discussion Question #11: <ul style="list-style-type: none"> A definitive commitment to rural high speed/broadband would greatly support TDM in Brock. 	<ul style="list-style-type: none"> As detailed in the Regional Broadband Strategy, the Region is assessing options to support broadband expansion to underserved areas, which would help encourage telework/working from home as a TDM measure. Related ROP policy directions are proposed in the Prosperous Economy section.

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003-10 Township of Brock	<p>Responding to Discussion Question #12:</p> <ul style="list-style-type: none"> Through transportation planning mechanisms, land should be protected for future carpool lots along strategic transportation routes that support viable transit initiatives. Additionally, strategic lots along main highway routes like Highways 2 and 12 at southern points in Brock Township may lead to higher carpooling rates in commuters heading south daily. 	<ul style="list-style-type: none"> Policy directions are proposed supporting advocacy for new carpool lots through the Small Urban and Rural Carpool Program and advocacy for MTO/Metrolinx to construct new commuter lots, including at future 407 Transitway stations and elsewhere on the Provincial Highway system.
003-11 Township of Brock	<p>Responding to Discussion Question #13:</p> <ul style="list-style-type: none"> They are vast and priority is on urban areas. At a minimum, observation of the research trends federally and provincially regarding the associated transportation network technologies that will be necessary to accommodate the advancement of transportation technologies is needed. 	<ul style="list-style-type: none"> Work on the myDurham Intelligent Communities Plan is evolving, and part of this work is a Smart Mobility Strategy, focusing on the role of emerging technologies, including Connected and Automated Vehicles (CAVs) and Intelligent Transportation Systems. Updates to the Region’s Smart Mobility Strategy will be incorporated through Envision Durham.
003-12 Township of Brock	<p>Responding to Discussion Question #14:</p> <ul style="list-style-type: none"> Access and connectivity to the Ports and St. Mary’s for products & raw materials should be prioritized with recognition of north/south routes into Brock Township. 	<ul style="list-style-type: none"> A separate Freight and Goods Movement review is underway, and policy directions to support the role of the Port of Oshawa and St. Marys Cement to the Strategic Goods Movement Network will be included as part of this review.
003-13 Township of Brock	<p>Responding to Discussion Question #15:</p> <ul style="list-style-type: none"> A complete streets approach can often conflict with the large amount of trucks that flow through Brock. Hamlet downtown use for residents, pedestrians and cyclists poses a direct conflict with trucks using arterial Regional roads as their main routes (for example, River Street/RR 10 through Sunderland). Given that goods movement through Brock for aggregates and agriculture is an important component of the Regional and local economy, and therefore encouraged, greater emphasis in reducing conflicts between complete streets and goods movement as it relates to large trucks is necessary. The Region 	<ul style="list-style-type: none"> Through the Freight and Goods Movement Review, consideration of goods movement from a complete streets approach will be reviewed. Regional staff recognize that moving towards a more complete street for roads that have high percentages of truck traffic is a challenge. The Region intends to update its Arterial Corridor Guidelines but will also review arterial road criteria as part of the arterial Right-of-Way map schedule and policy updates.

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	<p>should consider alternate/ encouraged truck routes that are efficient and safe for transportation of goods, that do not include routing trucks through small rural hamlets where safety, noise and odour are constant concerns from residents.</p>	<ul style="list-style-type: none"> The Region’s Strategic Goods Movement Network in the ROP forms a network where truck traffic is encouraged, avoiding Downtown Sunderland, Beaverton and Cannington. However, through the Freight and Goods Movement Review, promotion of the network will be investigated to raise awareness in the trucking industry of these routes.
<p>003-14 Township of Brock</p>	<p>Responding to Discussion Question #16:</p> <ul style="list-style-type: none"> The rural aspect of transportation in the discussion is under-represented when discussing barriers to transportation for low-income and senior residents in the north. The lower population of the urban areas in and throughout Brock offer obvious challenges for the standard transit and transportation solutions. The use of on-demand transit options that has recently been introduced is encouraging and time will tell if this is an effective means of transporting residents in the north. It is understood that the challenges and opportunities for transit are vastly different in the north than in the southern portions of the Region. Strategic northern priorities based on need and representing the northern population need to be seen and responded to as an equal priority to transportation issues in southern municipalities. There was no mention of the Region prioritizing the encouragement of the completion of Hwy 404 with its ultimate terminus at Hwys. 12 & 48 in Beaverton. This project has long been anticipated and offers a great many opportunities for growth in Brock. The transportation context of this highway extension should be considered in the Regional context as a primary route to move goods and people. Additionally, it will present challenges and opportunities of users from outside the Region flowing through and utilizing resources with Brock. As a 	<ul style="list-style-type: none"> This comment was forwarded to Durham Region Transit (DRT), which prepared the following response: Through DRT’s 2019-2020 Rural Transit Review, the On Demand service options in the rural service area, along with DRT conventional routes, is recommended (albeit with some service adjustments due to COVID-19). Policy 11.3.7 in the ROP already supports the Highway 404 extension and related widenings of Highway 48 and Highway 12, which is why was not covered in the Discussion Paper. Regional staff recognize its importance to the planned road network in the ROP, and for the Township of Brock (and Uxbridge to a certain extent) for goods movement, recreational and commuter traffic. The Smart Commute Trip Matching Tool allows for residents to find others to carpool with, and through the TDM section, policy directions supporting general programming are being considered.

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	<p>matter of good planning, this future terminus needs to be reviewed for the potential opportunities to serve users of this road through the protection of lands for employment and commercial uses.</p> <ul style="list-style-type: none"> The use or creation of a ride sharing app for carpooling specifically should be investigated. A means for available carpoolers to determine if carpooling is a possibility for them based on other users and destinations, could be an opportunity for a very low-cost long-term life-cycle technology to decrease single ride trips. 	
004-01 Municipality of Clarington	<p>Responding to Discussion Question. #1:</p> <ul style="list-style-type: none"> There is significant potential to expand and increase transit use to the Clarington Energy Business Park with the arrival of OPG’s headquarters in Clarington. Ongoing secondary plans in south Courtice and east and central Bowmanville are also opportunities to promote transit-supportive development, particularly along Regional Corridors. 	<ul style="list-style-type: none"> Comments noted by staff.
004-02 Municipality of Clarington	<p>Responding to Discussion Question. #2:</p> <ul style="list-style-type: none"> Such a designation would support transit use, however, it is preferred that Regional Corridors remain flexible on this so that appropriate levels of service can be matched to the level of development along the Corridor. 	<ul style="list-style-type: none"> Policy directions proposed to designate the Highway 2 Regional Corridor from the Toronto/Durham border easterly to Highway 418 in Clarington, and the Simcoe Street Regional Corridor from Gibb Street in Downtown Oshawa to Highway 407 as a “Rapid Transit Spine Intensification Corridor” (see Corridors section within the Vibrant Urban System chapter). For the other Regional Corridor designations, they will be reviewed and those that can achieve the intended Regional Corridor function, as described in ROP policy will be retained. As a subsequent step, generalized intensification areas along

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		Regional Corridors are recommended to be identified/designated.
004-03 Municipality of Clarington	Responding to Discussion Question #3: <ul style="list-style-type: none"> • Yes, there should be coordination between transit and development, however such policies should remain flexible. 	<ul style="list-style-type: none"> • TOD related policy directions for SGAs, which correspond to the Rapid Transit Network and components of the High Frequency Transit Network, are proposed and are planned to be supported through the development of a TOD Guideline. The TOD Guideline will be created in consultation with the area municipalities. • The TOD policy directions and planned TOD Guidelines will allow for some flexibility by the area municipalities. For the Highway 2 corridor, which is planned to be delineated, the flexibility may be less as the boundary allows for monitoring of density targets and sets the framework for implementing permitted uses. However, these boundaries would be based on area municipal plans, such as corresponding to local centres.
004-04 Municipality of Clarington	Responding to Discussion Question #4: <ul style="list-style-type: none"> • Yes, transportation-related policies should guide development within MTSAs to promote the convenience and efficiency of transit use in that area. 	<ul style="list-style-type: none"> • Proposed Policy Directions for MTSAs, including the Ajax GO Station, were released on December 1, 2020 (Report #2020-P-27).
004-05 Municipality of Clarington	Responding to Discussion Question #5: <ul style="list-style-type: none"> • Promote convenient public-use walkways and cycle paths between neighbourhoods and arterial roads through the development review process. 	<ul style="list-style-type: none"> • Transit-supportive policy directions for urban areas are proposed, which will help address maximum block or “barrier” distances (e.g., railway, creek, freeway) in urban areas from pedestrian connections, active transportation connectivity and continue to restrict reverse lot frontage. These policy directions, when implemented as policy, can help guide the development review process.

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004-06 Municipality of Clarington	Responding to Discussion Question #6: <ul style="list-style-type: none"> Agree that new Transit Hub designations and policies in the ROP will help protect for transit and terminal needs early in the planning process. 	<ul style="list-style-type: none"> Through Envision Durham, the potential of a new Transit Hub designation was reviewed and is not recommended. In place of a Transit Hub designation, policy directions supporting transit stations or terminals (both existing and planned) based on the Durham TMP and DRT service plans are proposed. Highway 2 BRT stations, and other planned stations such as 407 Transitway stations within transportation rights-of-way, will also be recognized through refinements to existing policies (building upon Amendment #171 policy updates).
004-07 Municipality of Clarington	Responding to Discussion Question #7: <ul style="list-style-type: none"> Ensure multi-use paths are provided for on all Regional Roads. Ensure Regional Road intersections are designed to protect cyclists. Provide bicycle-specific light phasing at intersections. 	<ul style="list-style-type: none"> Several policy directions related to active transportation are proposed, which will help address a complete streets approach on arterial roads, particularly within SGAs. The Regional Cycling Plan Update has reviewed gaps in the Primary Cycling Network and will be making recommendations to address those gaps for implementation. Through Ontario Municipal Commuter Cycling (OMCC) Program funding (for example) and, through capital road widening and reconstruction projects where cycling facilities are being installed, crossrides are being implemented. Bicycle-specific light phasing will be considered as part of intersection upgrades as operational demands warrant.

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004-08 Municipality of Clarington	<p>Responding to Discussion Question #8:</p> <ul style="list-style-type: none"> • Include short linkages that would promote transit use and active transportation. This is especially important in Courtice where the road network does not provide many opportunities for alternative route solution (i.e. Hwy. 2 and Nash – no connections from Trulls to Centrefield – too far of a walk to get to Hwy. 2 transit corridor – one or two mid-section active transportation linkages would be beneficial. • Identify other barriers where crossings would assist in promoting transit and active transportation – 401, CNR, CPR, Bowmanville Creek, Soper Creek, etc. • Consider identifying the active transportation network and key linkages in a new schedule. 	<ul style="list-style-type: none"> • The Regional Cycling Plan Update has reviewed gaps in the Primary Cycling Network and will be making recommendations to address those gaps for implementation. • A new Active Transportation map schedule in the ROP is proposed as a policy direction, based on the updated Primary Cycling Network from the Regional Cycling Plan Update and the Regional Trail Network in the Durham TMP. • The map schedule is intended to support active transportation in the ROP, supported through proposed policy directions.
004-09 Municipality of Clarington	<p>Responding to Discussion Question #9:</p> <ul style="list-style-type: none"> • Yes, additional information would be beneficial for lower-tier municipal planning and development review. For example, the ROW requirements of Regional Corridors and Transit Spines has affected heritage buildings and the architectural character of downtowns – to be aware of ROW planning earlier would foster more comprehensive community planning in such instances, as transportation is one aspect of many to consider. 	<ul style="list-style-type: none"> • A new Arterial Right-of-Way map schedule in the ROP is proposed as a policy direction, which would show specific right-of-way requirements by arterial road segment. • The Arterial Right-of-Way widths are intended to be sensitive to historic downtowns and other areas where there are heritage buildings and valued streetscapes. • Policy directions supporting the proposed map schedule are recommended, in consultation with the area municipalities.
004-10 Municipality of Clarington	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> • Staff support the approach of the EA process to include environmental and engineering information during the planning of roads. 	<ul style="list-style-type: none"> • Proposed policy directions will emphasize the importance of advancing Class EA studies in advance of, or integrated with, the Planning Act for secondary plans or significant areas of intensification for arterial roads. • Pending the changes proposed by the MEA, support for the planning and design of arterial

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		roads through the secondary plan process to comply with the MEA Class EA process will also be acknowledged.
004-11 Municipality of Clarington	<p>Responding to Discussion Question #12:</p> <ul style="list-style-type: none"> Where there is demand and where the Region has the means, carpooling should be supported. With the recent expansion of Highway 407, consider opportunities near Kirby and Hampton. 	<ul style="list-style-type: none"> Policy directions are proposed supporting advocacy for new carpool lots through the Small Urban and Rural Carpool Program and advocacy for MTO/Metrolinx to construct new commuter lots, including at future 407 Transitway stations and elsewhere on the Provincial Highway system.
004-12 Municipality of Clarington	<p>Responding to Discussion Question #13:</p> <ul style="list-style-type: none"> It is difficult to anticipate the implications of emerging technologies, but as outlined in this paper, some trends to watch for include increased commuting and increased traffic volume due to empty cars, and possibly shifts in parking demand. Promoting ride-sharing is the key to realizing transportation system benefits with AVs. 	<ul style="list-style-type: none"> Work on the myDurham Intelligent Communities Plan is evolving, and part of this work is a Smart Mobility Strategy, focusing on the role of emerging technologies, including Connected and Automated Vehicles (CAVs) and Intelligent Transportation Systems. Comments regarding Electric Vehicles (EVs) are noted by staff. Updates to the Region’s Smart Mobility Strategy, once completed, will be incorporated through Envision Durham.
004-13 Municipality of Clarington	<p>Responding to Discussion Question #15:</p> <ul style="list-style-type: none"> A comprehensive approach to traffic calming and noise prevention will be important for the comfort of those not in vehicles in the right-of-way and to encourage its use by non-motorists. 	<ul style="list-style-type: none"> Through the Freight and Goods Movement Review, consideration of goods movement from a complete streets approach will be reviewed. Regional staff recognize that moving towards a more complete street for roads that have high percentages of truck traffic is a challenge. The Region intends to update its Arterial Corridor Guidelines but will also review arterial road criteria as part of the arterial Right-of-Way map schedule and policy updates.

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004-14 Municipality of Clarington	<p>Responding to Discussion Question #16:</p> <ul style="list-style-type: none"> On-demand microtransit solutions for areas of the Region that do not yet warrant bus routes, or where more data might be needed to determine where a bus route would be best. 	<ul style="list-style-type: none"> As part of DRT’s annual Service Plans, DRT has been implementing On Demand service in rural parts of the region which cannot support scheduled bus service. A Rural Transit Review was completed in winter 2020. Among the recommendations, are expansion of On Demand service to all rural areas within Durham Region (albeit with some service adjustments due to COVID-19).
004-15 Municipality of Clarington	<ul style="list-style-type: none"> All roads noted as “Deferred by the Region” in the current Clarington Official Plan should be included as a part of the Municipal Comprehensive Review. 	<ul style="list-style-type: none"> The Region will seek to further approve the Clarington Official Plan, now with Amendment #171 (the Durham TMP network amendment) in effect, to resolve the Regional deferrals associated with road network designations.
005-01 Town of Ajax	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> Town staff believe projects which increase transit service to/from GO Stations in Durham have the potential to increase transit use. These projects could include HOV lanes to and from the GO stations. HOV lane projects should be prioritized near the stations and extend outwards along arterial roads. If policies and guidelines are in place along these corridors, there is the potential to spur on transit supportive developments. 	<ul style="list-style-type: none"> The Transit Priority Network, updated through Amendment #171 to the ROP, was based on the Higher Order Transit Network in the Durham TMP. Westney Road (Kingston Road to Bayly Street) and Bayly Street (Liverpool Road to Harwood Avenue) are planned HOV lanes, which could be curbside bus lanes as ridership warrants. TOD related policy directions for SGAs (i.e. Regional Corridors along Bayly Street and Westney Road), which correspond to the High Frequency Transit Network, are proposed and are planned to be supported through the development of a TOD Guideline.
005-02 Town of Ajax	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> Town staff agree that delineating corridors in the ROP with significant intensification potential that are also along the high frequency transit networks would be beneficial. It may be 	<ul style="list-style-type: none"> Policy directions proposed to designate the Highway 2 Regional Corridor from the Toronto/Durham border easterly to Highway 418 in Clarington, and the Simcoe Street Regional

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	<p>appropriate to have the ROP focus on priority corridors that are planned to have higher order rapid transit (i.e. Kingston Road) and have area municipalities designate corridors in local OP's.</p>	<p>Corridor from Gibb Street in Downtown Oshawa to Highway 407 as a "Rapid Transit Spine Intensification Corridor" (see Corridors section within the Vibrant Urban System chapter).</p> <ul style="list-style-type: none"> Also, for the other Regional Corridor designations, they will be reviewed and those that can achieve the intended Regional Corridor function, as described in ROP policy will be retained. As a subsequent step, generalized intensification areas along Regional Corridors are recommended to be identified/designated.
<p>005-03 Town of Ajax</p>	<p>Responding to Discussion Question #3:</p> <ul style="list-style-type: none"> Town staff support the idea of updating the TOD strategy to reflect current best practices, and to align Regional structure if any major changes are proposed through the Envision Durham process. The core policies derived from the TOD strategy should be incorporated into the ROP, and should be reflective of the level of service. The Region should ensure that when developing the policies and guidelines that there is sufficient detail provided for each level of transit service, and the inclusion of examples of best practices would be beneficial. Policies outlined in the TOD strategy should also be coordinated with other policies/guidelines developed by the Region, such as Regional corridor guidelines. 	<ul style="list-style-type: none"> TOD related policy directions for SGAs, which correspond to the Rapid Transit Network and components of the High Frequency Transit Network, are proposed and are planned to be supported through the development of a TOD Guideline.
<p>005-04 Town of Ajax</p>	<p>Responding to Discussion Question #4:</p> <ul style="list-style-type: none"> Town staff agree that having specific transportation related policies surrounding MTSAs would be beneficial and should focus on active forms of transportation to/from the station. This includes creating and enhancing existing pedestrian and cycle connections. Additionally, as the parking lots surrounding the GO stations can be extremely busy following the arrival of a 	<ul style="list-style-type: none"> Proposed Policy Directions for MTSAs, including the Ajax GO Station, were released on December 1, 2020 (Report #2020-P-27). Building upon the proposed policy directions for MTSAs, specific policy directions related to active transportation to/from and within MTSAs (and other SGAs) are being considered, and will support

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	<p>train, intersection guidelines should be developed to create safer intersections for pedestrians and cyclists. Encouraging mixed-use development along key pedestrian routes would also be beneficial to enhance the pedestrian environment and encourage activity along the street.</p>	<p>recommendations being made through the Regional Cycling Plan Update.</p>
<p>005-05 Town of Ajax</p>	<p>Responding to Discussion Question #5:</p> <ul style="list-style-type: none"> The discussion paper gives good examples of options that can be considered to encourage transit-supportive development outside of strategic growth areas. The ROP should encourage the basics, such as grid street patterns, prohibition of reverse lot frontage lots, extensive and connected pedestrian walkway and trail network throughout the communities, safe midblock pedestrian crossings, and ‘breaks’ in building blocks adjacent to intersections to facilitate easy pedestrian connections into new developments. 	<ul style="list-style-type: none"> Transit-supportive policy directions for urban areas are proposed, which will help address maximum block or “barrier” distances (e.g., railway, creek, freeway) in urban areas from pedestrian connections, active transportation connectivity and continue to restrict reverse lot frontage.
<p>005-06 Town of Ajax</p>	<p>Responding to Discussion Question #6:</p> <ul style="list-style-type: none"> Town staff support the idea of a new transit hub designation and policies within the ROP. Currently, MTSA’s are only located along the GO line. As the Region advances other major transit projects, such as the Kingston Road BRT, stations along the route and other strategic nodes will play a major role in connecting the Region. These locations may serve as locations of future MTSA’s in upcoming ROP reviews. Therefore, protection of these areas and transit oriented development policies surrounding these locations become increasingly important. 	<ul style="list-style-type: none"> Through Envision Durham, the potential of a new Transit Hub designation was reviewed and is not recommended. In place of a Transit Hub designation, policy directions supporting transit stations or terminals (both existing and planned) based on the Durham TMP and DRT service plans are proposed. Highway 2 BRT stations, and other planned stations such as 407 Transitway stations within transportation rights-of-way, will also be recognized through refinements to existing policies (building upon Amendment #171 policy updates).
<p>005-07 Town of Ajax</p>	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> The ROP needs to place more emphasis on the quality of the road environment for pedestrians and cyclists, especially along roads in strategic growth areas where these users can be 	<ul style="list-style-type: none"> Several policy directions related to active transportation are proposed, which will help address a complete streets approach on arterial roads, particularly within SGAs.

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	<p>expected to frequent. This includes the provision of dedicated cycling infrastructure, street trees and reduced intersection spacing to enhance the quality of the walking environment along Regional roads.</p> <ul style="list-style-type: none"> • Currently, the Town has numerous agreements with the Region along Regional roads, where the Town is responsible to install and maintain trails along those roads. If the Region is serious about encouraging active modes of transportation, the Region needs to take a more proactive approach to implementing and maintaining sidewalks and trails along Regional roads; and work with area municipalities to complete the gaps. • Additionally, the Town has experienced situations where the Region has requested that trees along Regional roads shown on private development applications be removed. There have even been situations where trees have had to be uprooted after planting as comments were not provided to the Town requesting that trees not be planted during the development review process. The Region needs to start to review trees as an asset that contribute to pedestrian walking environment, among the other numerous benefits that trees provide, along Regional roads. The Region needs to start encouraging the planting of street trees and start maintaining the trees. • The Region should also evaluate intersection spacing and/or mid-block crossings to create more opportunities for pedestrians to safely cross the street. This can not only encourage more pedestrian activity, but also enhance safety for pedestrians. • The Region should also consider the elimination intersections with ‘pork-chop’ style ramps which encourage vehicles to maintain higher speeds when turning and can be dangerous for pedestrians. The Region can also encourage the installation of 	<ul style="list-style-type: none"> • The Regional Cycling Plan Update has reviewed gaps in the Primary Cycling Network and will be making recommendations to address those gaps for implementation. • The Works Department is reviewing mid-block crossings on Regional roads, as part of its Vision Zero initiative, and recommendations for mid-block crossings will be made. • The Works Department will review tree plantings that are proposed in conjunction with development applications to ensure that they do not create a safety issue by blocking sight lines and they are not in conflict with Regional or third-party utilities. We encourage tree planting and would typically only request trees be removed from plans where safety or utility conflict issues exist. We may also request that trees not be planted where a planned Regional construction project would require them to be removed in a few years. Tree planting is typically included in Regional road construction projects, provided that there is enough space in the ROW to accommodate the trees. • The Works Department noted that the Region’s current practice is to avoid using right turn channelization with “pork chop” islands in new projects for the reasons noted. Given the traffic volumes and speeds on most Regional roads, we generally discourage mid-block pedestrian crossings, and encourage designs that direct pedestrians to controlled crossing locations. Raised

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	centre medians through strategic growth areas to provide relief for pedestrians when crossing wide arterial roads.	medians are provided where appropriate for traffic separation, access management, and traffic calming but we recognize that they may also facilitate pedestrian crossings in some locations.
005-08 Town of Ajax	<p>Responding Discussion Question #8:</p> <ul style="list-style-type: none"> Trails along the waterfront, hydro corridor, and the lake-to-lake trail are all examples of projects that the Region should recognize, encourage, and implement to encourage active transportation, and the associated recreational and economic benefits through tourism that they can provide. Where appropriate, the ROP should recognize the potential for these sorts of connections and help support their development through policies and guidelines where appropriate. Where a potential trail connection crosses multiple municipal borders, the Region could consider identifying that connection as having Regional significance and therefore oversee its development and future maintenance. Similar to the earlier question, the Region also needs to support trails along Regional roads, by constructing and maintaining these trails to support active modes of transportation. 	<ul style="list-style-type: none"> A new Active Transportation map schedule in the ROP is proposed as a policy direction, based on the updated Primary Cycling Network from the Regional Cycling Plan Update and the Regional Trail Network in the Durham TMP. The map schedule is intended to support active transportation in the ROP, supported through proposed policy directions. The Regional Cycling Plan Update has expanded the Primary Cycling Network to include Province-wide Cycling Network, which includes the Waterfront Trail and most of the Great Trail. It is also proposing ways to address gaps for multi-use paths on Regional roads that are part of the Primary Cycling Network. Off-road trails will still be the responsibility of the area municipalities, even ones that are part of the Primary Cycling Network or Regional Trail Network.
005-09 Town of Ajax	<p>Responding Discussion Question #9:</p> <ul style="list-style-type: none"> This would assist both Town staff and the general public understand the expectations along Regional roads during pre-consultation meetings, development review, and even through early discussions that occur prior to pre-consultation (i.e. front counter inquiries). Understanding variable information, such as expected intersection widths and transit stop design would also be helpful. 	<ul style="list-style-type: none"> A new Arterial Right-of-Way map schedule in the ROP is proposed as a policy direction, which would show specific right-of-way requirements by arterial road segment. Policy directions supporting the proposed map schedule are recommended, in consultation with the area municipalities.

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005-10 Town of Ajax	<p>Responding to Discussion Question #11:</p> <ul style="list-style-type: none"> Where appropriate, the plan should provide examples of Transportation Demand Management initiatives that could be used for development applications. Details should be provided on the effectiveness of each measure and provide guidance on the difference between a regional and local Transportation Demand Management initiative where appropriate. This would include identifying measures that the Region supports, which would help area municipalities plan their respective measures and reduce overlap. A list of appropriate TDM measures should be included in the ROP, or reference included in the ROP to the Region’s respective plan/guidelines. 	<ul style="list-style-type: none"> Transportation Demand Management (TDM) policy directions, beyond those focused on Smart Commute in the current ROP, are proposed. A TDM Development Guideline to articulate and implement the TDM policy directions is planned to be initiated in 2021, in consultation with the area municipalities and as part of the Envision Durham process.
005-11 Town of Ajax	<p>Responding to Discussion Question #12:</p> <ul style="list-style-type: none"> Carpool lots can help reduce road users by encouraging drivers to take transit. The Region should continue to offer carpooling lots at strategic locations, especially in locations not served well by transit. 	<ul style="list-style-type: none"> The ROP supports carpooling as a TDM measure and supports Highway 407 Transitway stations being implemented as commuter lots and transit interfaces between GO and DRT service, until higher order transit along the 407 Transitway is implemented long-term. Additional policy directions are proposed supporting advocacy for new carpool lots through the Small Urban and Rural Carpool Program and advocacy for MTO/Metrolinx to construct new commuter lots, including at future 407 Transitway stations and elsewhere on the Provincial Highway system.
005-12 Town of Ajax	<p>Responding to Discussion Question #13:</p> <ul style="list-style-type: none"> Emerging technologies have the potential to have a transformative impact on the Regional Transportation System. The advancement of new mobility technologies will change how people use and interact with a transportation system. They have the potential to make the system more efficient, effect 	<ul style="list-style-type: none"> Work on the myDurham Intelligent Communities Plan is evolving, and part of this work is a Smart Mobility Strategy, focusing on the role of emerging technologies, including Connected and Automated Vehicles (CAVs) and Intelligent Transportation Systems.

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	<p>and environmentally friendly while providing a wider variety of mode options that cater to a wider variety of users while still remaining affordable.</p> <ul style="list-style-type: none"> The Region should establish a regional work group which tracks new mobility trends and helps establish appropriate policy responses. Members should include representatives from the Region, local municipalities, Durham Region Transit, Metrolinx, educational institutions, citizen representatives and other relevant industry actors. 	<ul style="list-style-type: none"> Comments regarding Electric Vehicles (EVs) are noted by staff. Updates to the Region’s Smart Mobility Strategy will be incorporated through Envision Durham.
005-13 Town of Ajax	<p>Responding to Discussion Question #14:</p> <ul style="list-style-type: none"> The ROP should connect the ports to the overall strategic goods movement network, ensuring that these locations can continue to function efficiently. 	<ul style="list-style-type: none"> A separate Freight and Goods Movement review is underway, and policy directions to support the role of the Port of Oshawa and St. Marys Cement to the Strategic Goods Movement Network will be included as part of this review.
005-14 Town of Ajax	<p>Responding to Discussion Question #15:</p> <ul style="list-style-type: none"> The ROP should ensure that the design of roads along the strategic goods movement network are designed with the safety of more vulnerable road users in mind. Such as dedicated/protected cycle tracks and/or trails so that cyclist and trucks do not interact. Similarly, intersections along these routes need to be designed to protect pedestrians and cyclists, such as the elimination of ‘pork chop’ islands. The strategic goods movement network also tends to be the highest order arterial road, which also has the widest road width. As a result, it would be appropriate to use centre medians more frequently along these routes to provide relief for pedestrians trying to cross the road. 	<ul style="list-style-type: none"> Through the Freight and Goods Movement Review, consideration of goods movement from a complete streets approach will be reviewed. The Works Department noted that the Region’s current practice is to avoid using right turn channelization with “pork chop” islands in new projects for the reasons noted. Given the traffic volumes and speeds on most Regional roads, we generally discourage mid-block pedestrian crossings, and encourage designs that direct pedestrians to controlled crossing locations. Raised medians are provided where appropriate for traffic separation, access management, and traffic calming but we recognize that they may also facilitate pedestrian crossings in some locations.

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005-15 Town of Ajax	<ul style="list-style-type: none"> The Region should also consider and support the implementation of electric vehicle charging stations along Regional Roads, and at Regional facilities. 	<ul style="list-style-type: none"> Comments noted by staff.
006-01 Town of Whitby	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> Intensification along corridors with Higher Order Transit Network may provide the additional rationale for supporting intensification proposals. However, there may be occasions where intensification along a corridor that is not Higher Order Transit Network may also be appropriate, subject to other lower-tier OP criteria. 	<ul style="list-style-type: none"> For the Regional Corridor designations (not Highway 2), they will be reviewed and those that can achieve the intended Regional Corridor function, as described in ROP policy will be retained. As a subsequent step, generalized intensification areas along Regional Corridors are recommended to be identified/designated. Comments were also considered by staff as part of the proposed policy directions regarding Corridors (see Vibrant Urban System chapter).
006-02 Town of Whitby	<p>Responding to Discussion Question #4:</p> <ul style="list-style-type: none"> Consideration of policies supporting Major Transit Station Area would be appropriate. However, the ROP should be enabling, not prescriptive, allowing the unique lower-tier area municipal circumstances to be taken into consideration for policy development to permit appropriate development/intensification. 	<ul style="list-style-type: none"> Proposed Policy Directions for MTSAs, including the Ajax GO Station, were released on December 1, 2020 (Report #2020-P-27). Comment regarding flexibility is noted by staff.
006-03 Town of Whitby	<p>Responding to Discussion Question #6:</p> <ul style="list-style-type: none"> Within the Town of Whitby, the Whitby GO Station is the only identified transit station / terminal location identified in the Durham TMP. The Whitby GO Station is currently identified as a “Commuter Station” on ROP Schedule ‘C’ Map ‘C3’, which is an appropriate designation, and is implemented at the local level by policies that support intensification and higher density development in proximity to the Major Transit Station to support transit use and to lessen the dependence on the automobile. 	<ul style="list-style-type: none"> Through Envision Durham, the potential of a new Transit Hub designation was reviewed and is not recommended. In place of a Transit Hub designation, policy directions supporting transit stations or terminals (both existing and planned) based on the Durham TMP and DRT service plans are proposed. Highway 2 BRT stations, and other planned stations such as 407 Transitway stations within transportation rights-of-way, will also be

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	<ul style="list-style-type: none"> Within the Town of Whitby, it is not necessary to identify nor designate any additional lands in a new Transit Hub designation. 	<p>recognized through refinements to existing policies (building upon Amendment #171 policy updates).</p>
006-04 Town of Whitby	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> ROP policies should provide sufficient flexibility to allow more intensive development along Regional roads, to allow for all road users, rather than focussing on vehicular traffic movements. 	<ul style="list-style-type: none"> Policy directions related to a Multi-Modal Level of Service approach, including the provision of facilities to encourage multi-modal transportation options will be included when constructing or reconstructing Regional transportation facilities to ensure the comfort and safety of all road users. This would also be considered in the development review process, particularly for areas experiencing capacity constraints and intended for higher densities (Urban Growth Centres, Regional Centres and delineated Regional Centres on Rapid Transit Spines).
006-05 Town of Whitby	<p>Responding to Discussion Question #15:</p> <ul style="list-style-type: none"> There should be a more appropriate balance of the objectives to allow more intensive development along Regional road corridors, and to continue to move increased volumes of traffic. 	<ul style="list-style-type: none"> Several policy directions related to active transportation are proposed, which will help address a complete streets approach on arterial roads, particularly within SGAs. Through the Freight and Goods Movement Review, consideration of goods movement from a complete streets approach will be reviewed.
006-06 Town of Whitby	<p>Responding to Discussion Question #16:</p> <ul style="list-style-type: none"> Durham-Scarborough Bus Rapid Transit (BRT) Metrolinx along Dundas – Consideration of Council’s position regarding the BRT through Whitby. Refer to Town of Whitby staff report PW 35-19: <ul style="list-style-type: none"> https://whitby.civicweb.net/FileStorage/E040A2C48A9C4744B93715D0F398CF55-PW%2035%20-%202019%20Durham-Scarborough%20Bus%20Rapid%20Transit%20Me.pdf 	<ul style="list-style-type: none"> Comment and report noted by staff. Along with the Town, the Region is closely involved with the Durham-Scarborough BRT study, and is providing input on the recommended preliminary design for the proposed facility.

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007-01 City of Pickering	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> • Beyond the “In Delivery” and “In Development” transit projects, City staff identifies the following transit projects that would assist in attracting transit riders and transit supportive development: <ul style="list-style-type: none"> ○ the establishment of the Whites Road Priority Bus, extending from the Pickering GO Station along Bayly Street to Whites Road to Highway 7 (and providing connections to lands in Seaton designated high density residential and Community Node, and to lands in the Seaton Innovation Corridor); ○ the implementation of light rail transit along Kingston Road; and ○ the extension of GO rail service to Seaton. 	<ul style="list-style-type: none"> • The Transit Priority Network, updated through Amendment #171 to the ROP, was based on the Higher Order Transit Network in the Durham TMP. • Whites Road (Bayly Street to Highway 7), Brock Road (Bayly Street to Highway 7) and Bayly Street (Liverpool Road easterly) are planned HOV lanes, which could be curbside bus lanes as ridership warrants. • The Durham-Scarborough BRT study, currently in progress, is recommending median bus lanes in Pickering, which can accommodate a transition into light rail transit if funding/ridership warrants over the long-term. • The Seaton GO Station remains important for the Region to advocate the province/Metrolinx for its advancement. It is identified, along with the Commuter Rail line, with the same designation as the GO Lakeshore East extension to Bowmanville, and proposed policy directions in the ROP will help ensure it supports the Seaton community.
007-02 City of Pickering	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> • Staff recommends that the Region only designate Regional Corridors adjacent to the arterial road corridors that are part of the High Frequency Transit Network. 	<ul style="list-style-type: none"> • Policy directions proposed to designate the Highway 2 Regional Corridor from the Toronto/Durham border easterly to Highway 418 in Clarington, and the Simcoe Street Regional Corridor from Gibb Street in Downtown Oshawa to Highway 407 as a “Rapid Transit Spine Intensification Corridor” (see Corridors section within the Vibrant Urban System chapter). • For the other Regional Corridor designations, they will be reviewed and those that can achieve the intended Regional Corridor function, as described

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		in ROP policy will be retained. As a subsequent step, generalized intensification areas along Regional Corridors are recommended to be identified/designated.
007-03 City of Pickering	Responding to Discussion Question #3: <ul style="list-style-type: none"> Staff recommends that Transit Oriented Development policies and guidelines for Strategic Growth Areas (SGA) be tailored to the planned level of transit service, providing there is sufficient flexibility at the area municipal level to respect the local context of the specific SGA. 	<ul style="list-style-type: none"> TOD related policy directions for SGAs, which correspond to the Rapid Transit Network and components of the High Frequency Transit Network, are proposed and are planned to be supported through the development of a TOD Guideline.
007-04 City of Pickering	Responding to Discussion Question #4: <ul style="list-style-type: none"> Staff supports the development of strategic and transportation-related policies in furtherance of Transit Oriented Development in Major Transit Station Areas, similar to those currently applied to Regional Centres. 	<ul style="list-style-type: none"> Proposed Policy Directions for MTSAs, including the Ajax GO Station, were released on December 1, 2020 (Report #2020-P-27).
007-05 City of Pickering	Responding to Discussion Question #5: <ul style="list-style-type: none"> Staff advises that a key issue that needs to be addressed to increase ridership from transit-supportive development is to allow closer traffic signal spacing to facilitate pedestrian crossings. 	<ul style="list-style-type: none"> The Works Department is reviewing mid-block crossings on Regional roads, as part of its Vision Zero initiative, and recommendations for mid-block crossings will be made. Policy directions related to a Multi-Modal Level of Service approach, including the provision of facilities to encourage multi-modal transportation options will be included when constructing or reconstructing Regional transportation facilities to ensure the comfort and safety of all road users. This would also be considered in the development review process, particularly for areas experiencing capacity constraints and intended for higher densities (Urban Growth Centres, Regional Centres and delineated Regional Centres on Rapid Transit Spines).

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007-06 City of Pickering	<p>Responding to Discussion Question #6:</p> <ul style="list-style-type: none"> • Staff supports the designation of additional Transit Hubs in the Regional Official Plan, corresponding with designated or future Urban Growth Centres, Regional Centres, or Major Transit Station Area, and providing there is sufficient flexibility at the area municipal level to respect the local context of the specific location. 	<ul style="list-style-type: none"> • Through Envision Durham, the potential of a new Transit Hub designation was reviewed and is not recommended. • In place of a Transit Hub designation, policy directions supporting transit stations or terminals (both existing and planned) based on the Durham TMP and DRT service plans are proposed. • Highway 2 BRT stations, and other planned stations such as 407 Transitway stations within transportation rights-of-way, will also be recognized through refinements to existing policies (building upon Amendment #171 policy updates).
007-07 City of Pickering	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> • Staff advises that when assessing new development, and reconstructing or building new public roads, new Regional Official Plan policies that would better support planning for all road users include: <ul style="list-style-type: none"> ○ policies indicating that a “complete street” includes the provision of sidewalks/multi use paths, boulevard planting and street lighting, and that it is a Regional responsibility to provide the pedestrian/cycling, planting and street lighting components of a complete street on Regional roads; ○ policies allowing closer entrance and intersection spacing along arterials; and ○ policies allowing closer traffic signal spacing along arterials to assist pedestrian crossings, and in keeping with transit-supportive development. 	<ul style="list-style-type: none"> • We recognize that moving towards a more complete street for roads that have high percentages of truck traffic is a challenge. The Region intends to update its Arterial Corridor Guidelines but will also review arterial road criteria as part of the arterial Right-of-Way map schedule and policy updates. • Several policy directions related to active transportation are proposed, which will help address a complete streets approach on arterial roads, particularly within SGAs. • The Regional Cycling Plan Update has reviewed gaps in the Primary Cycling Network and will be making recommendations to address those gaps for implementation.
007-08 City of Pickering	<p>Responding to Discussion Question #8:</p> <ul style="list-style-type: none"> • Staff advises that the Regional Official Plan could recognize or plan for enhanced trail connections through areas such as hydro corridors, by including: 	<ul style="list-style-type: none"> • A new Active Transportation map schedule in the ROP is proposed as a policy direction, based on the updated Primary Cycling Network from the

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	<ul style="list-style-type: none"> ○ an informational map in the Regional Official Plan showing existing cycling and pedestrian trail networks, identifying gaps and opportunities; and ○ a policy encouraging stakeholders (such as the area municipalities, conservation authorities, cycling and trail associations and committees, etc.) to collaborate with the Region to pursue new cycling/trail connections. 	<p>Regional Cycling Plan Update and the Regional Trail Network in the Durham TMP.</p> <ul style="list-style-type: none"> ● The map schedule is intended to support active transportation in the ROP, supported through proposed policy directions. ● The Regional Cycling Plan Update has expanded the Primary Cycling Network to include Province-wide Cycling Network, which includes the Waterfront Trail and most of the Great Trail. It is also proposing ways to address gaps for multi-use paths on Regional roads that are part of the Primary Cycling Network. ● Off-road trails will still be the responsibility of the area municipalities, even ones that are part of the Primary Cycling Network or Regional Trail Network. Policy directions will seek collaborative approaches, and support for pursuing external funding opportunities for new or upgraded active transportation facilities.
007-09 City of Pickering	<p>Responding to Discussion Question #9:</p> <ul style="list-style-type: none"> ● Staff supports incorporating into the Regional Official Plan future right-of-way width requirements for specific segments of arterial roads, particularly those sections within or adjacent to Strategic Growth Areas, as this may assist with development application review and Class Environmental Assessments (Class EA). 	<ul style="list-style-type: none"> ● A new Arterial Right-of-Way map schedule in the ROP is proposed as a policy direction, which would show specific right-of-way requirements by arterial road segment. ● Policy directions supporting the proposed map schedule are recommended, in consultation with the area municipalities.
007-10 City of Pickering	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> ● Staff advise that it is appropriate that the Regional Official Plan address using an integrated Class EA and Planning Act process in new growth areas to optimize the alignment and design of arterial roads as the combined processes would allow for a 	<ul style="list-style-type: none"> ● Proposed policy directions will emphasize the importance of advancing Class EA studies in advance of, or integrated with, the Planning Act for secondary plans or significant areas of intensification for arterial roads.

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	comprehensive evaluation, reduce duplication in meeting Provincial requirements, and expedite development.	<ul style="list-style-type: none"> • Pending the changes proposed by the MEA, support for the planning and design of arterial roads through the secondary plan process to comply with the MEA Class EA process will also be acknowledged.
007-11 City of Pickering	<p>Responding to Discussion Question #12:</p> <ul style="list-style-type: none"> • With regards to the Region continuing its support for carpooling, staff recommends the Region: <ul style="list-style-type: none"> ○ play a larger role in the provision of purpose-built commuter lots beyond the Small Urban and Rural Carpool Lot Program to implement commuter lots along major arterial roads and highways; ○ continue its role engaging with area municipalities and businesses to promote carpooling programs in key destinations that provide connectivity to transit and active transportation networks both within and between municipalities in the GTHA; and ○ seek the use of more social media tools and real-time information to facilitate user participation and parking availability to enhance the effectiveness of carpool programs. 	<ul style="list-style-type: none"> • The ROP supports carpooling as a TDM measure and supports Highway 407 Transitway stations being implemented as commuter lots and transit interfaces between GO and DRT service, until higher order transit along the 407 Transitway is implemented long-term. • Additional policy directions are proposed supporting advocacy for new carpool lots through the Small Urban and Rural Carpool Program and advocacy for MTO/Metrolinx to construct new commuter lots, including at future 407 Transitway stations and elsewhere on the Provincial Highway system.
007-12 City of Pickering	<p>Responding to Discussion Question #13:</p> <ul style="list-style-type: none"> • Staff identifies that the potential implications of emerging technologies on the Region’s transportation system may include: <ul style="list-style-type: none"> ○ opportunities to adapt existing infrastructure to improve mobility options, such as taking away a vehicular lane and reallocating it for cyclist and pedestrians; ○ continued transformation and impacts to industry, labour, and consumer behaviour, and the resulting changes in travel patterns; 	<ul style="list-style-type: none"> • Work on the myDurham Intelligent Communities Plan is evolving, and part of this work is a Smart Mobility Strategy, focusing on the role of emerging technologies, including Connected and Automated Vehicles (CAVs) and Intelligent Transportation Systems. • Updates to the Region’s Smart Mobility Strategy, when complete, will be incorporated through Envision Durham.

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Submission Number and Municipality	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> ○ increased demand for secure, reliable and widespread broadband infrastructure across the Region so that the many technologies (such as on-demand travel options for Uber or Lyft, car and bike sharing, etc.) are available to all; ○ reduced individual auto use and ownership, and decreased share of transit users as users take advantage of the increase in fast, flexible, and convenient mobility options; ○ an increasing need for well connected and integrated physical transportation infrastructure so that users can easily transfer between transportation services and modes; and ○ increased disparity between lower and higher income communities, as many of the emerging technologies may be more expensive than traditional public transportation (since they require the use of a smart phone and internet connection). 	<ul style="list-style-type: none"> ● As detailed in the Regional Broadband Strategy, the Region is assessing options to support broadband expansion to underserved areas, which would help encourage telework/working from home and use of merging technologies to support CAVs, Mobility as a Service and Intelligent Transportation Systems. It will also help support Related ROP policy directions proposed in the Prosperous Economy section.
007-13 City of Pickering	<p>Responding to Discussion Question #14:</p> <ul style="list-style-type: none"> ● Staff recommends that, in addition to supporting the Regional economic role of the ports, the Regional Official Plan also include a policy about the importance of maintaining the safety, security, and environmental protection of these waterfront employment lands to ensure the long-term use of the lands and future expansions or redevelopment, as necessary. 	<ul style="list-style-type: none"> ● Comments noted by staff.
007-14 City of Pickering	<p>Responding to Discussion Question #15:</p> <ul style="list-style-type: none"> ● Staff recommends that supporting the Strategic Goods Movement while preserving a complete streets approach include design standards that not only best manage the movement of goods (e.g., implementing street elements for loading and deliveries, traffic calming, off-hour delivery programs), but also supports Durham Vision Zero to mitigate pedestrian/cyclist and freight conflicts. 	<ul style="list-style-type: none"> ● Regional staff recognize that moving towards a more complete street for roads that have high percentages of truck traffic is a challenge. The Region intends to update its Arterial Corridor Guidelines but will also review arterial road criteria as part of the Arterial Right-of-Way map schedule and policy updates.

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Submission Number and Municipality	Description of Submission	Regional Staff Response
		<ul style="list-style-type: none"> Through the Freight and Goods Movement Review, consideration of goods movement from a complete streets approach will be reviewed.
007-15 City of Pickering	<p>Responding to Discussion Question #16:</p> <ul style="list-style-type: none"> Staff suggests the Region consider introducing an electric mobility strategy in relation to infrastructure, land use, and goods movement strategies as part of the Transportation System. The Region is requested to assist Pickering in: <ul style="list-style-type: none"> working with VIA Rail and Metrolinx to implement high frequency service on the CPR Havelock rail line; identifying the appropriate location for a VIA Rail station along the CPR Havelock rail line within, or in proximity, to the Federal Pickering Lands as part of the transportation system component of Envision Durham; and support Pickering’s interest in establishing a VIA Rail stop at the Pickering GO Station to help increase higher order transit connections to and from the Region. 	<ul style="list-style-type: none"> Comments regarding Electric Vehicles (EVs) are noted by staff. Planning and Economic Development Committee received an information report on Via Rail’s proposal for High Frequency Rail Service between Quebec City and Toronto Report #2020-P-21), and will continue to protect for passenger rail service on the CP Havelock line.

Legend of Discussion Questions

Number	Discussion Question
1.	Beyond “In Delivery and “In Development” transit projects, which projects do you feel will have the greatest benefit to increase transit use and promote transit supportive development in Durham?
2.	Should the Region only designate Regional Corridors adjacent to the High Frequency Transit Network?
3.	Should Transit Oriented Development policies and guidelines for Strategic Growth Areas be tailored to the planned level of transit service?
4.	Do you support Major Transit Station Areas having specific transportation-related policies to support their development as Transit Oriented Development places, similar to those already applied to Regional Centres?
5.	What up-front considerations should the Regional Official Plan provide with respect to transit supportive development outside of Strategic Growth Areas?

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6.	Do you support a new Transit Hub designation and policies as part of the Regional Official Plan?
7.	How can Regional Official Plan policies support planning for all road users when assessing new developments and reconstructing or building new roads?
8.	How should the Regional Official Plan recognize or plan for enhanced trail connections as key active transportation linkages within hydro corridors and Waterfront Areas?
9.	Would providing clearer future right-of-way requirements for specific sections of arterial roads in the Regional Official Plan be beneficial for development application review or Class Environmental Assessment studies?
10.	Is it appropriate that the Regional Official Plan address an integrated Class Environmental Assessment and Planning Act process in new growth areas to optimize the alignment and design for arterial roads?
11.	Are there aspects of Transportation Demand Management beyond employer and school trips, and review of development applications, that should be addressed in greater detail in the Regional Official Plan?
12.	What should the Region's role be in supporting carpooling, and in what locations would this be most appropriate?
13.	What are the potential implications of emerging technologies on the Regional Transportation System?
14.	How should the Regional Official Plan be enhanced to better support the role of ports to the regional economy, such as the Port of Oshawa and the St. Marys Cement dock facility?
15.	What should the Region consider in supporting the Strategic Goods Movement Network while preserving a complete streets approach for all road users?
16.	Have we missed any trends that you feel should be reviewed and considered in the Transportation System context as part of Envision Durham?

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Submission Number and Name	Description of Submission	Regional Staff Response
001-01 Durham Region Cycling Coalition (DRCC)	<ul style="list-style-type: none"> • DRCC supports Active Transportation (AT) as an identified user group moving to a fore front position within the planning process as an alternative to single use vehicles within the region. • We agree with the reports definition of AT users being viewed within two groups, that being utilitarian and recreation, however we would ask that consideration be given to urban versus rural users within each segment. Each of these groups have very unique needs - something we hear frequently from our membership - and will differ by category. This should be taken into consideration as a key component of the RCP review. 	<ul style="list-style-type: none"> • The Regional Cycling Plan Update has considered different user groups as part of updating the Primary Cycling Network and the selection of facility types. • Proposed policy directions for the ROP also propose including age friendly and accessibility components for the active transportation network to ensure it supports healthy communities, which will also help to support of the Regional Cycling Plan Update.
001-02 DRCC	<ul style="list-style-type: none"> • DRCC strongly believes AT as an identified user group has the potential to see double digit growth as a viable transportation alternative by: <ul style="list-style-type: none"> ○ Prioritizing the Regional Cycling Plan review recently launched in fall 2019. ○ Establishing short-term immediate timelines to implement the findings of the RCP. 	<ul style="list-style-type: none"> • The Regional Cycling Plan Update has reviewed gaps in the Primary Cycling Network and will be making recommendations to address those gaps for implementation.
001-03 DRCC	<ul style="list-style-type: none"> • Supporting a stand-alone AT funding model within the Regional Capital Budget providing steady predictable dollars allocated in support of the Regional Cycling Plan. 	<ul style="list-style-type: none"> • The Regional Cycling Plan Update has reviewed approaches to funding the Primary Cycling Network’s implementation and will make recommendations including cost-sharing with the area municipalities.
001-04 DRCC	<ul style="list-style-type: none"> • Adopting a Complete Streets Policy for all new road builds throughout the region. 	<ul style="list-style-type: none"> • Proposed policy directions through the TDM, Multi-Modal Level of Service and TOD review all point to the addition of a complete streets approach in the ROP. • The Region intends to update its Arterial Corridor Guidelines but will also review arterial road criteria as part of the arterial Right-of-Way map schedule

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Submission Number and Name	Description of Submission	Regional Staff Response
		and policy updates through the initiatives noted above towards a complete streets approach.
001-05 DRCC	<ul style="list-style-type: none"> • Integrating the AT network across regional roads - which form the primary spine network - with local municipal roads and pathways, many of which have an AT network in place. 	<ul style="list-style-type: none"> • This comment was forwarded to the Region’s Works Department, which prepared the following response: • The Works Department is reviewing mid-block crossings on Regional roads, as part of its Vision Zero initiative, and recommendations for mid-block crossings will be made. • In addition, the Regional Cycling Plan Update has reviewed gaps in the Primary Cycling Network and will be making recommendations to address those gaps for implementation.
001-06 DRCC	<ul style="list-style-type: none"> • Co-ordinating all new AT infrastructure in collaboration with regional partners utilizing Ontario Traffic Manual standards by taking a “marked and marketed” approach including: <ul style="list-style-type: none"> ○ Intersections supported with full Cross Rides. ○ Multi-use -paths identified with centre lines, painted user symbols and signs. ○ On road cycling facilities constructed from a user’s safety point of view. ○ Standard navigational signage across the region in support of AT. ○ Mid block trail crossings supported with proper signage and road markings. ○ Trail etiquette signs across all trails such as the waterfront trail. ○ Easy of access signal controls for pedestrians and cyclists at signalized intersections including automatic cycle detection. 	<ul style="list-style-type: none"> • The Regional Cycling Plan Update has reviewed signage, wayfinding and making the Primary Cycling Network compliant with Ontario Traffic Manual (OTM) Book 18 cycling design standards. • Proposed policy directions for Active Transportation for the new ROP will support the implementation of a well signed, safe and maintained Primary Cycling Network and broader active transportation network.

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Submission Number and Name	Description of Submission	Regional Staff Response
001-07 DRCC	<ul style="list-style-type: none"> • Expanding public transit as an AT partner by: <ul style="list-style-type: none"> ○ Continuing support for First mile – Last mile across the Durham Transit high volume network with secure AT parking along routes at key pick up points. ○ Providing an integrated AT network along key corridors in support of Metrolinx Mobility Hubs. 	<ul style="list-style-type: none"> • Proposed policy directions for the new ROP address the integration of transit and active transportation, particularly at transit stations and stops on the higher order transit network (i.e. GO Rail, Rapid Transit and High Frequency bus routes).
001-08 DRCC	<ul style="list-style-type: none"> • Reviewing the Transportation Demand Management guidelines to include primary urban destination points accessibility by AT such as: <ul style="list-style-type: none"> ○ High Schools, Colleges and University Campuses in addition to concentrated work destinations. ○ Major/local shopping destination points. ○ Community traffic hubs such as major downtown locations, libraries and municipal sports facilities. 	<ul style="list-style-type: none"> • Proposed policy directions for the new ROP related to active transportation and TDM support active school travel for students of all ages, and TOD in SGAs that encourages non-auto modes to meet the Region’s mode share targets in the Durham TMP. • Incorporating TOD strategies in the development approvals process by creating and apply a TOD guideline and checklist will aim to make developments in SGAs more accessible and aesthetically enjoyable for pedestrians and cyclists, which contain most of these uses.
002-01 Jim Bate	<ul style="list-style-type: none"> • Protect the function of the roads by designated road type to provide a friendly environment for active transportation on the lower designated roads. • The Regional has designated a hierarchy of roads from Freeways through the Type A, B and C arterial roads. The official plan defines these roads as the upper level road’s functions. The Freeways and Type A arterial roads are primarily to carry heavy volumes of traffic including heavy volumes of trucks. The Type B and C arterial roads are to be more sensitive to the abutting land uses. For the roads to perform their intended function a number of conditions need to exist that have policy and operational requirements. 	<ul style="list-style-type: none"> • Agreed, as the intended function of Type A Arterial roads is to have traffic movement as a primary consideration, stricter access control, support inter-municipal and inter-regional trips, and support higher order transit and goods movement. • Through ROP Amendment #171 (the Durham TMP network update), policy 11.3.4 was updated to include the need to provide intersection design components (e.g., turn lanes, medians, sight triangles) including roundabouts as part of road widening/right-of-way requirements. • As articulated in the Durham TMP and proposed policy directions under active transportation, TOD

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	<ul style="list-style-type: none"> • Type A arterial roads need to carry as much traffic volume including trucks as possible so traffic making longer trips stays on the Type A arterial roads instead of migrating to lower designated roads such as a Type B arterial road. This migration is already happening. A lot of the traffic on Rossland Road through Oshawa would be on Taunton Road if it offered a faster route to the destinations of the motorists. Things that need to be considered to keep traffic on the Type A arterial roads include: <ul style="list-style-type: none"> ○ Secure land at all intersections of Type A arterial roads with Type A arterial roads for future grade separation. Since traffic lights at intersections are the major delay factor on Type A arterial roads, particularly where they intersect with another Type A arterial road provide for the future elimination of traffic lights at these intersections except of the turning movement requirements. A grade separation may accommodate turning movements through straight ramps. These intersections will have too high a volume of traffic for a traffic circle to work. Intersections of Type A arterial roads with other arterial roads may maintain capacity on the Type A arterial road through intersections by traffic light green time allocation. ○ Discourage turning movements at Type A and Type A intersections. The current operations of the intersections are to provide advanced green for turning movements. This special treatment for turning movements saves time for those making the turn thereby encouraging more people to go to these intersections to make left turns thereby reducing the capacity of the road to carry more traffic without congestion. 	<p>and goods movement, the Region is moving towards a complete streets approach. Grade separations at Type A Arterial intersections with other Type A Arterials is not in keeping with this approach, as they would overwhelmingly prioritize vehicular movement over active transportation, and create an unappealing environment in which to walk or cycle within. Intersection improvements on Regional roads are subject to an Intersection Control Study, which will evaluate design and signal timing modifications vs. roundabouts.</p> <ul style="list-style-type: none"> • Other measures to reduce turning movements at Type A/Type A arterial intersections include incorporating continuous, lower order parallel arterial and collector roads, including a grid network of these roads in and around Regional Centres, creating redundancy in the network and supporting planned road widenings to 6/7 lanes as HOV lanes or dedicated bus lanes (e.g. Highway 2). • Amendment #171 made a number of updates to the designations of arterial roads, bringing their intended function to better match their arterial road designation type. There will always be certain roads that do not neatly resemble a typical class of arterial road, but the criteria relate not only to volume or cross-section, but overall planned connectivity.

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	<ul style="list-style-type: none"> ○ Build streets for their designated function not beyond. Consumers Drive is a designated type C arterial road. It currently operates at a type B level as any arterial road parallel to a freeway is subject to extra traffic. It not only serves the industrial/commercial area but a freeway distribution function. Efforts should be made to reduce traffic on this road not promote more traffic to use the road by making it longer. It would be unsafe and wrong to provide for this traffic to overwhelm the residential area west of Stevenson Road on Laval Drive and other residential streets. The money intended for this project should be put to the next priority in the Region linking GO rail stations to people by designating and building a bicycle/pedestrian bridge over highway 401 as an extension of Thornton Road and a bicycle/pedestrian facility linking Thornton Road to Stevenson Road as an extension of Laval Dr./Consumers Dr. I am not familiar with the other roads on the list and therefore offer no comment on their potential extension. 	
<p>002-02 Jim Bate</p>	<ul style="list-style-type: none"> ● Change the Regional thinking on the use of bicycles. Bicycles are recognized as a transportation vehicle in the highway traffic act. When facilities are adequate and safe a lot of people will be diverted from single occupied autos. Bicycle facilities should be considered as transportation facilities not as a larger sidewalk for very local trips. ● When describing Durham’s Transportation System in the Executive Summary you have included roads, transit priorities and goods movement but not active transportation facilities. Some of the important active transportation links not yet built are not on roads. 	<ul style="list-style-type: none"> ● This comment was forwarded to the Region’s Works Department, which prepared the following response: ● The Works Department is reviewing mid-block crossings on Regional roads, as part of its Vision Zero initiative, and recommendations for mid-block crossings will be made. ● In addition, a new Active Transportation map schedule in the ROP is proposed as a policy direction, based on the updated Primary Cycling Network from the Regional Cycling Plan Update

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	<ul style="list-style-type: none"> The policies of the Regional Official plan need to be changed so no road is built or rebuilt by the Region without adequate safe active transportation facilities and the Region should pay 100% of the cost for these facilities on Regional Roads. The Region should not build road facilities that are not safe for cycling, particularly when moving to Vision Zero thinking. To facilitate this thinking and because cycle facilities have not shared significantly in the transportation budgets of the past, a specific budget should be set aside each year for cycle facilities. This budget would be separate from the road budget that would include cycle and walking facilities on the road right-of-way. It is suggested that that cycle facility budget be set at five percent the first year and increased as priorities are better documented in the cycle five and ten year budget. 	<p>and the Regional Trail Network in the Durham TMP.</p> <ul style="list-style-type: none"> The map schedule is intended to support active transportation in the ROP, supported through proposed policy directions. The Regional Cycling Plan Update has reviewed gaps in the Primary Cycling Network and will be making recommendations to address those gaps for implementation.
002-03 Jim Bate	<ul style="list-style-type: none"> The Regional Official Plan, if memory serves me, defines the designate arterial roads as normally continuous and not normally terminating in a dead end. To facilitate the movement of traffic and be more in compliance with this vision of Regional roads, the Region should consider assuming jurisdiction of Harbour Road in Oshawa. 	<ul style="list-style-type: none"> The existence of arterial road “dead ends” on Schedule ‘C’, Maps ‘C1’ and ‘C2’ are not truly dead ends, but end at a collector road intersection designated in an area municipal official plan. These exist only for Type C Arterial roads. While not ideal from a mapping or arterial functionality perspective, they still fulfill a Type C Arterial function taking traffic from the collector roads and neighbourhood and feeding it into the broader arterial road system. The Region transferred Harbour Road to the City of Oshawa in 2003. Comment noted by staff.
002-04 Jim Bate	<ul style="list-style-type: none"> Wilson Road is a type C arterial road under Regional jurisdiction. It was built three lanes wide with painting to indicate centre line. The extra width provided space for cycles and cars to use the road. The Region repainted the road between Rossland Road and Taunton Road to have a 	<ul style="list-style-type: none"> The Regional Cycling Plan Update is reviewing proposed facility types on the Primary Cycling Network, including Wilson Road. A boulevard multi-use path was constructed with OMCC Program funding from Beatrice Street to

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	<p>continuous left turn lane down the centre. The road reminds people of a Type A arterial road. The space for cycles to share the road with cars has been painted out of existence. Wilson Road should be repainted throughout its length from Wentworth Street to Conlin Road or further north without the left turn lanes and with buffered cycle lanes. The removal of the opportunity to safely cycle on Wilson Road should be reversed next year.</p>	<p>the Harmony Creek Trail connection just south of Attersley Drive. The multi-use path is planned to be extended northerly to Taunton Road and southerly to Rossland Road, allowing a continuous cycling facility with the road having the centre-left turn lane added.</p> <ul style="list-style-type: none"> Other sections of Wilson Road, with more driveways, are better suited to on-road bike lanes (as in the current Regional Cycling Plan) and its implementation will be considered through the Regional Cycling Plan Update phasing work.
002-05 Jim Bate	<ul style="list-style-type: none"> Simcoe Street south of Hwy. 407 is a type B arterial road performing a type A road function. The plan, as I understand it, is to build multi-use-paths (MUP) on both side of Simcoe St. in this location. The construction of cycle facilities behind the curbs where the road functions as a type A arterial and there are limited access to the road is supported. However, the plan to provide MUP on both sides of the road should be considered carefully as this facility will be used by both pedestrians and cyclists making destination oriented travel. It is likely that pedestrians, particularly older residents will not feel safe when there are a significant number of cyclists and will not travel by foot on the MUP. The Regions should plan for a MUP on one side of the road only with a sidewalk on the other side until plans are available to separate cyclists from pedestrians on the same side of the road. 	<ul style="list-style-type: none"> The boulevard multi-use path on both sides of Simcoe Street (from Conlin Road to Winchester Road) should be completed in fall 2021. This facility is being funded through the OMCC Program, and will support multi-modal travel as the Windfield Regional Centre and neighbouring residential areas develop. Longer-term, as indicated in the Durham TMP, Simcoe Street is planned to be widened to 6/7 lanes from Conlin Road to Winchester Road to accommodate dedicated bus/rapid transit lanes. At that time, as per the Class EA for the widening of Simcoe Street completed in 2013, cycle tracks will be considered along with separate sidewalks when the corridor is reconstructed.
002-06 Jim Bate	<ul style="list-style-type: none"> The Region, if not done already, should encourage the province to undertake a Park and Ride study to develop park and ride lots at all 407 intersections with Regional roads to reduce single auto drivers on Hwy. 407 and develop a passenger base for future transit in the Hwy 407 corridor. 	<ul style="list-style-type: none"> The Region has made requests to the Province to undertake a park and ride study to develop park and ride lots at all 407 intersections in proximity to Regional roads to reduce single occupancy vehicles.

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002-07 Jim Bate	<ul style="list-style-type: none"> The Region, if not done already, should encourage the province to undertake a Pickering Airport traffic study to identify the freeway network necessary to provide to fully developed Pickering Airport, particularly for those trips from Durham going west of the airport with the two east-west concession roads remaining closed due to the airport. 	<ul style="list-style-type: none"> Planning for the Pickering Airport lands, including supporting transportation studies, is largely completed at the federal level through Transport Canada. Proposed policy directions to update the ROP to address the Pickering Airport Lands and transportation planning considerations is also being undertaken through the Region’s ongoing Freight and Goods Movement Review.
002-08 Jim Bate	<ul style="list-style-type: none"> Cultural change needs safe cycle facilities from home to destinations not necessarily a spider network. There is a lot of active transportation facilities needed. The twenty-year plan should be a catch-up on providing cycle facilities on all Regional roads. To develop a change in culture you need to start with the young and provide facilities first to schools and parks and then to work. The policies for provision of active transportation facilities should not be related to a regional type network but to building active transportation facilities on all roads under regional jurisdiction. The priority for building active transportation facilities on regional roads should include likely ridership to rail stations, rapid transit routes where bicycle parking is available, schools and work locations. 	<ul style="list-style-type: none"> A new Active Transportation map schedule in the ROP is proposed as a policy direction, based on the updated Primary Cycling Network from the Regional Cycling Plan Update and the Regional Trail Network in the Durham TMP. The map schedule is intended to support active transportation in the ROP, supported through proposed policy directions. The Regional Cycling Plan Update has reviewed gaps in the Primary Cycling Network, and will be making recommendations to address those gaps for implementation.
003-01 Jennifer Haslett, on behalf of: Brookfield Residential (Brookfield)	<ul style="list-style-type: none"> Any updates to the Transit Oriented Development guidelines should be circulated for public review prior to finalization. 	<ul style="list-style-type: none"> TOD related policy directions for SGAs, which correspond to the Rapid Transit Network and components of the High Frequency Transit Network, are proposed and are planned to be supported through the development of a TOD guideline and checklist.
003-02 Brookfield	<ul style="list-style-type: none"> A requirement for Municipal Class Environmental Assessments to be integrated with Planning Act applications should not be embedded in Regional policy. The application of the integrated 	<ul style="list-style-type: none"> Proposed policy directions emphasize the importance of advancing Class EA studies in advance of, or integrated with, the Planning Act

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	<p>approach should be determined on a case-by-case basis, as there are many factors that influence the determination of appropriateness of this approach.</p>	<p>for secondary plans or significant areas of intensification for arterial roads.</p> <ul style="list-style-type: none"> • Pending the changes proposed by the MEA, support for the planning and design of arterial roads through the secondary plan process to comply with the MEA Class EA process will also be acknowledged.
<p>004-01 Peter Mason</p>	<ul style="list-style-type: none"> • Expressed concerns with traffic congestion, most notably traveling eastbound from Pickering. 	<ul style="list-style-type: none"> • The Region continues to request when the widening of Highway 401 easterly from Brock Road to Highway 35/115 will be planned by MTO. This section has an approved design through completed Provincial Highway Class EA studies, including interchange modifications. 10 lanes east of Brock Road to Liberty Street, and 8 lanes from Liberty Street to Highway 35/115 is proposed. • The Region plans to widen Bayly Street to 6/7 lanes, which will include curbside HOV lanes, as recommended in the Durham TMP. Work on a Class EA study for a section of Bayly Street in Pickering and Ajax is planned to start in 2021. • Through the Durham-Scarborough BRT study and GO Regional Express Rail initiative, both by Metrolinx, Pickering will be better connected by transit for Durham residents, supporting greater shifts to transit and hopefully curtailing growth in single-occupant vehicle auto travel (which is at least two-thirds of all trips currently during the morning peak period).
<p>005-01 Erwin Waldinsperger</p>	<p>Recognition of VIA Rail and the Oshawa GO/VIA Station:</p> <ul style="list-style-type: none"> • Reference should be made to VIA Rail service, which is a higher order transit service through Durham Region. 	<ul style="list-style-type: none"> • Reference to VIA Rail service will be considered in the new ROP.

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	<ul style="list-style-type: none"> • VIA Rail commuters to/from Toronto should be recognized. Even with the opening of GO Train service to Whitby and then Oshawa, there are still commuters that use VIA Rail from the Oshawa GO/VIA station. • VIA Rail also runs through north Durham Region on the CP Rail Bala subdivision as part of the Trans-Canada service between Toronto and Vancouver. • The importance of the existing Oshawa GO/VIA Station as a transportation hub needs to be retained in planning for the preferred route for the GO Lakeshore East Extension, consistent with the PPS, and is in the public interest. 	
005-02 Erwin Waldinsperger	<p>Economic Development and Job Growth:</p> <ul style="list-style-type: none"> • Economic development and job growth must occur within Durham to control road congestion and the creation of greater negative environmental impacts. No one wants to spend more than 15 minutes getting to a GO station parking lot. • Deferred road projects such as the John Street/Eulalie Avenue connection and Gibb Street/Olive Avenue connection need actions taken towards their construction. The Central Oshawa GO Station will not likely create any noticeable revitalization in the historic downtown business area. Oshawa and Regional Council should not look to Metrolinx, and the GO Lakeshore East extension, as the “savior” for redevelopment. • Eliminate the politics in the CP Rail route and station locations, and take advantage of the economic and job creation opportunities the GO extension through Oshawa within a reasonable distance of the Downtown (on the CN Rail line) would create. The CN Rail alignment is only 1.1 km further away from the Downtown compared to the CP Rail alignment. • Oshawa needs the support of Council and the Region to clean up Downtown Oshawa, and limited improvements such as the 	<ul style="list-style-type: none"> • In November 2019, the Region established a Rapid Transit and TOD Office to focus on the development for the GO Lakeshore East stations as TOD places (and implementing Metrolinx’s TOC strategy), including attracting private sector development investments. Its mandate is also to further rapid transit infrastructure for Highway 2 and Simcoe Street. • Proposed Policy Directions for MTSAs, including the Central Oshawa GO Station, were released on December 1, 2020 (Report #2020-P-27). To support the policy directions, the Region is proposing to incorporate TOD strategies in the development approvals process by creating and applying a TOD guideline and checklist to support development in MTSAs.

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	<p>college, university and Tribute Communities Centre have helped, but this is an ongoing problem to solve.</p> <ul style="list-style-type: none"> • What will be the impacts on Downtown Bowmanville businesses with increased retail in West Bowmanville if the GO Station is located at Bowmanville Avenue? 	
<p>005-03 Erwin Waldinsperger</p>	<p>Land Use Planning Considerations:</p> <ul style="list-style-type: none"> • The Discussion Paper notes that the GO Rail alignment on the CN Rail line would “undermine the Region’s planned land use structure.” Is this not putting the “cart before the horse”, and why has land acquisition by Metrolinx at certain locations already occurred? • The Regional Official Plan (ROP) should refrain from any updates related to the GO Lakeshore East Extension until Metrolinx has approved a cost-effective alignment, has funding available and a construction schedule. • Since the Oshawa Centre was constructed in the 1960s (from two strip malls originally), Downtown Oshawa has suffered. Revitalization is important but to what expense in terms of the infrastructure required for the GO Lakeshore East Extension under Options 1 and, to a lesser extent, Option 2? • Stating that the Downtown Oshawa Mobility Hub is immediately south of Downtown Oshawa is misleading, and is part of the manipulation supporting the CP Rail alignment for the extension. Olive Avenue is not considered to be located immediately south of Downtown Oshawa; clarification of the Downtown Oshawa limits has been requested with no formal reply to date [from the City]. • Exploring options for the Lakeshore East GO Extension is likely creating delays to development proposals. 	<ul style="list-style-type: none"> • In February 2020, Metrolinx announced it is moving forward with the Option 2 alignment for the GO Lakeshore East Extension, through its release of the Initial Business Case Update for the project. The Option 2 alignment will use the GM rail spur to connect the CN Rail line south of Highway 401 to the CP Rail line to the north. • The MTSA Proposed Policy Directions includes the update to the GO East Extension alignment and the shift in location for the Thornton’s Corners station (refer to MTSA Policy Directions, Report #2020-P-27). • The Central Oshawa GO Station MTSA is proposed and overlaps with part of the Downtown Oshawa Regional Centre delineation. The boundaries of Downtown Oshawa and the Oshawa Urban Growth Centre are delineated in the City of Oshawa OP. • In the summer, 2020, the Region initiated the detailed design work for the Gibb/Olive connection, which will support transit and active connectivity and vehicular access to the Central Oshawa GO Station.

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	<ul style="list-style-type: none"> There would be a lot of cleanup of soil and other remediation required to use the former Knob Hill Farms/Malleable Iron site for a future station and other development? 	
005-04 Erwin Waldinsperger	<p>Corridor Protection:</p> <ul style="list-style-type: none"> Railway rights-of-way should be identified as separate/unique land uses in Regional and area municipal Official Plans due to their distinct use and operations. Railways are, instead, often used as a land use boundary. Protection of rail corridor ROW is also necessary for a minimum of 10 years after freight operations have been abandoned giving GO Transit/Metrolinx and the municipalities to launch commuter services. There are situations where municipalities have overlooked their responsibilities to protect the health, welfare, safety and environment of the future and present inhabitants in the review and approval process relating to public safety and noise considerations adjacent to railway corridors. Transit-Oriented Development (TOD) should only proceed with caution if it is to occur adjacent to operated railways including VIA and GO Trains. The potential impact of intensification adjacent to rail lines that is part of TOD, as well as impacts of existing development from rail lines, presents a safety and noise mitigation issue that needs to be clarified and corrected. 	<ul style="list-style-type: none"> The designation of existing and future Commuter Rail, future Commuter Stations, and Protect for Commuter Rail in the ROP is important to identify railway rights-of-way with existing, planned or having potential for passenger movement. Railway rights-of-way are excluded from calculating density requirements, based on the provincial Land Needs Assessment Methodology. At the scale of the ROP, the map schedules will identify railways but will not separate them as separate land uses. However, policies protecting for railway uses and impacts for noise and vibration will continue to be in the ROP. The M TSA Policy Directions (which were released on December 1, 2020 through Report #2020-P-27) will be supported by incorporating TOD strategies in the development approvals process by applying a TOD guideline and checklist, which will apply to the MT SAs and other SGAs. Through the development review process, the railways and Metrolinx will be circulated to protect for long-term railway needs, and noise/vibration impacts will be considered and mitigated.
005-05 Erwin Waldinsperger	<p>Environmental Assessment Process:</p> <ul style="list-style-type: none"> The Discussion Paper focuses on planning policies and principles, whereas the GO Lakeshore East Extension has to also identify the most suitable alignment from an environmental or engineering perspective (through the EA process). The latter 	<ul style="list-style-type: none"> EA requirements for planning new rail facilities are important but is outside the Region’s jurisdiction. However, proposed policy directions identifying the importance of Metrolinx conducting EA studies, either through the Transit Project

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	<p>should be more of the focus than the former, including reasonable cost estimates.</p> <ul style="list-style-type: none"> The EA process is a tool to identify, understand, assess and mitigate the environmental effects for a particular undertaking where possible/practicable. The Discussion Paper only discusses Class EA requirements for Regional and area municipal road projects, and not railway projects. 	<p>Assessment Process (TPAP) EA or GO Transit Class EA process, should be acknowledged as part of the support for GO Rail expansion to Seaton and the 407 Transitway. EA studies for the GO Lakeshore East Extension to Bowmanville and those tied to the Regional Express Rail expansion are all in progress.</p>
<p>005-06 Erwin Waldinsperger</p>	<p>Goods Movement:</p> <ul style="list-style-type: none"> Durham needs to have ongoing dialog and connectivity with adjoining municipalities to maintain and establish the movement of goods and people across “artificial” boundaries. Planning requirements for this future, massive undertaking have been protected for, as noted in the Discussion Paper, but there is no mention of a railway industrial spur to serve industrial developments around the airport lands to support job creation. The GM spur proposed to be used for Option 2, even with the planned GM assembly shutdown, has viability for similar uses and should be protected for use in goods movement. Perhaps the Region and local municipalities along with Metrolinx will want to negotiate an outright purchase of the GM spur line and CN/CP interchange track activities connection. 	<ul style="list-style-type: none"> In February 2020, Metrolinx announced it is moving forward with the Option 2 alignment for the GO Lakeshore East Extension, through its release of the Initial Business Case Update for the project. The Option 2 alignment will use the GM rail spur to connect the CN Rail line south of Highway 401 to the CP Rail line to the north. As part of the GO Lakeshore East TPAP EA Addendum and preliminary design business case work, the role of the GM spur for freight as well as GO Transit use will be reviewed by Metrolinx.
<p>005-07 Erwin Waldinsperger</p>	<p>Inter-Regional Connectivity:</p> <ul style="list-style-type: none"> Durham Region, in consultation with Metrolinx, needs to consider establishing and enhancing bus and/or rail connections to and from Northumberland, Kawartha Lakes, Peterborough, etc. Future enhancements to rail service should include rehabilitation of the Peterborough/Havelock rail line to at least North Pickering and Myrtle by 2041. It was noted that this connection was a previous VIA train service. Official Plans for 	<ul style="list-style-type: none"> The Metrolinx Regional Transportation Plan (RTP) proposed Frequent Regional Express Bus on Highway 407 to Harmony Road, Highway 412 and on Highways 401 to the Central Oshawa GO Station and on Harmony Road (as shown on Map 6). These are planned GO Bus routes that have 15-minute service or better during the day, served by commuter lots where connections to other bus routes or transit services can be made.

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	<p>the municipalities within the Peterborough/Havelock rail line need to identify it as a distinct present and future need, including future greenfield stations and layover facilities. As was experienced along the GO Stouffville line, parking within the hamlets/villages reached capacity and access roads became congested quickly.</p> <ul style="list-style-type: none"> • Consideration of the Peterborough/Havelock rail line should be made regardless of the status of the Pickering International Airport. • 407 Transitway in Durham is noted as great future planning, along with provision of commuter lots tied to its future stations. Durham should advocate for this facility so it comes to the eastern GTA rather than the west first. • The commuter lot program in the smaller urban areas of the Region should be supported, but hazardous access situations to access commuter lots including GO Stations (as cited for the Oshawa GO/VIA station) needs to be looked at. 	<ul style="list-style-type: none"> • MTO is also conducting a GGH Transportation Plan, which will build upon the Metrolinx RTP and look at transit connections more broadly beyond the GTHA and into the GGH. Increased bus connections to Peterborough and possibly Northumberland will be reviewed as part of this study. • VIA Rail is conducting a High Frequency Rail study to look at the potential for VIA service using the CP Havelock line between Toronto and Quebec City, via Ottawa. • The ROP recognizes 407 Transitway stations as important bus transfer points and advocates their implementation as commuter lots in advance of the 407 Transitway (policy 11.3.18 g). • Proposed policy directions related to TDM measures, such as the Region’s Small Urban and Rural Carpool Lot Program, will be added to the new ROP to help support carpooling and the provision of commuter lots.
005-08 Erwin Waldinsperger	<p>Active Transportation:</p> <ul style="list-style-type: none"> • Roadway bike lanes are also useful for scooters during the winter, as snow coverage on MUPs and sidewalks do not make them always accessible when there is drifting snow coverage and slushy windrows. • Please include accessibility by mobility scooters and perhaps golf carts to support Age Friendly Communities. • The MTO announcement of an e-scooter pilot program is great news (Mr. Waldinsperger noted that he uses a mobility scooter). 	<ul style="list-style-type: none"> • Proposed policy directions for age-friendly planning and approaches to active transportation and access to transit service are being recommended. • The Regional Cycling Plan Update includes the implementation of a network of boulevard Multi-Use Paths that can be used by mobility scooters (and are more comfortable than sidewalks) as part of the expanded Primary Cycling Network. • The Regional Cycling Plan Update has expanded the Primary Cycling Network to include Province-

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	<ul style="list-style-type: none"> The Region has made significant progress in active transportation connections, which needs to continue, and use of hydro corridors, and abandoned rail corridors present good opportunities. Connections to the north from the Waterfront Trail are encouraged. Site lines and multiple users on trails can create safety issues that need to be managed. 	<p>wide Cycling Network, which includes the Waterfront Trail (and the Joseph Kolodzie Trail, for example). It also proposes ways to address gaps for multi-use paths on Regional roads that are part of the Primary Cycling Network. Off-road trails will still be the responsibility of the area municipalities, even ones that are part of the Primary Cycling Network or Regional Trail Network. The Durham Meadoway is also proposed as a separate initiative on the Gatineau Hydro Corridor lands from Pickering (Rouge Park) to Oshawa.</p>
005-09 Erwin Waldinsperger	<p>Comments on Metrolinx Options 1 and 2:</p> <ul style="list-style-type: none"> We cannot assume that Metrolinx will reach an agreement with CP Rail to support Options 1 and 2, including the outright purchase of the GM spur. Option 2 does have advantages and fewer impacts compared to Option 1 such as: ability to retain the existing Oshawa GO/VIA station, easier to upgrade access provisions including pedestrians and cyclists, fewer bridge structures required, use of industrial and CP rail property vs. green space areas to get across Highway 401, elimination of complex crossover route with its up-and-down roller coaster track profile. Existing GO/VIA station as having a “hazardous” safety issue (last bullet under “Inter-Regional Connectivity”, top of Page 5), but these can be mitigated with transportation and active transportation improvements. Use of the term “hazardous” is misleading when used to support Option 1. Further, the Oshawa GO/VIA station would no longer be a terminus station with the extension. Terminus stations often get quickly taxed beyond capacity with commuter traffic. 	<ul style="list-style-type: none"> These comments were also provided to Metrolinx. In February 2020, Metrolinx announced it is moving forward with the Option 2 alignment for the GO Lakeshore East Extension, through its release of the Initial Business Case Update for the project. The Option 2 alignment will use the GM rail spur to connect the CN Rail line south of Highway 401 to the CP Rail line to the north. As part of the GO Lakeshore East TPAP EA Addendum and preliminary design business case work, the preliminary design including accesses and general layouts with the planned stations, grade separations, etc. will all be reviewed and a preliminary design will be recommended with public consultation.

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	<ul style="list-style-type: none"> • Comments were provided on reconstruction or replacement of various bridge structures crossing the CP Rail line that would be required, with the corridor requiring new tracks (two additional tracks). Comments were also provided on the existing rail configuration, grades and curves on the existing CP Rail line that the new crossover and realignment would have to consider for Option 1 and, to a lesser extent, Option 2. • The desire to have GO Rail serve Downtown Oshawa and the former Knob Hill/Malleable Iron site is a hoax, and a misrepresentation of good planning and engineering. There is poor rationalization of the economic and spin-off benefits for the municipalities for Options 1 and 2. • N. Barry Lyons Consulting (NBLC) were retained by the Region to complete a report on this by December 2019. The Durham GO Lakeshore East Extension webpage is not completed in keeping openness, transparency and cooperation in mind, and senior staff and the Regional Chair will do whatever, short of lying, to ensure that Metrolinx and the Province move forward with Option 1 despite the significant cost increase. • Is Durham Region, the City of Oshawa and Municipality of Clarington prepared to pay for the entire crossover costs of Option 1 in consideration of the suggested jobs and economic benefits? • Along the CP Rail line, there are several residential neighbourhoods that back on to the right-of-way. 15-minute GO Rail service along this line plus the freight trains will create a significant change in ambient noise levels. Landscaping and fencing features (or combined berms and fences) will be required to mitigate noise. • The Region and City are stating that the CN Rail alignment (Options 3 and 4) in Oshawa would not support transit-oriented 	

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	<p>development south of Bloor Street, but this is a likely myth or fabrication in supporting Option 1, including the Discussion Paper.</p> <ul style="list-style-type: none"> To expand GO Rail service beyond the planned Bowmanville GO station location at Martin Road/Highway 2 on the CP Rail line, there would be 14 public facilities/road crossings and five creek-stream crossings that would need detailed engineering/environmental consideration, including seasonal migration of trout and salmon. 	
<p>005-10 Erwin Waldinsperger</p>	<p>Comments on Metrolinx Options 3 and 4:</p> <ul style="list-style-type: none"> The GM spur proposed to be used for Option 2, even with the planned GM assembly shutdown, has viability for similar uses and should be protected for use in goods movement. Perhaps the Region and local municipalities along with Metrolinx will want to negotiate an outright purchase of the GM spur line and CN/CP interchange track activities connection. The hybrid crossover option (Option 4) is very close to Highway 401, and would have a much shorter crossover connection over Highway 401 to connect the CN Rail and CP Rail lines. There is a grave yard near the CP Rail right-of-way and Holt Road. There may be a very minor difference in the economic development outlook associated with the selection of a route along the CN corridor to Waverley Road or Bennett Road in south Bowmanville vs. the CP corridor. There will be opportunities for Metrolinx, the Region, Oshawa and Clarington to do some enhancements and restorations of the “no man’s land” between the CN corridor and Highway 401. The Highway of Heroes tree planning program, public organizations for landscape banners, and CLOCA to participate creek and wetland improvements. 	<ul style="list-style-type: none"> In February 2020, Metrolinx announced it is moving forward with the Option 2 alignment for the GO Lakeshore East Extension, through its release of the Initial Business Case Update for the project. The Option 2 alignment will use the GM rail spur to connect the CN Rail line south of Highway 401 to the CP Rail line to the north. As part of the GO Lakeshore East TPAP EA Addendum and preliminary design business case work, the role of the GM spur for freight as well as GO Transit use will be reviewed by Metrolinx. The Metrolinx RTP has no plans to extend GO Rail service beyond Bowmanville. A terminus station at Bennett Road would not support TOD, as it is in close proximity to Highway 401 and would only have a small sliver of land that could be developed between Highway 401 and the Wilmot Creek neighbourhood. Peterborough commuters to Durham and other parts of the GTA using transit would be served by GO Bus along Highway 35/115 or potentially using Highway 407.

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	<ul style="list-style-type: none"> • Comments were provided on the reconstruction or replacement of various bridge structures involved in crossing the CN Rail line with GO Train service. • The CN Rail alignment, along the north side of the existing mainline, would allow for a new station at Waverley Road South at Highway 401 in Bowmanville, and a future terminus GO station at Bennet Road/Clarke sidings near the Highway 35/115 connection. A terminus station at Bennett Road/Highway 35/115 would best serve commuters from the east (Port Hope) and from the north (Pontypool/Lindsay/ Peterborough). It is a great station location for traffic access. This station could be considered by Metrolinx as a layover facility, but the new station would be preferable as part of the Bowmanville extension project. • GO Bus routes serving Newcastle and Newtonville, and to travel north-east to Peterborough could be shortened with a Bennett Road station on the CN Rail alignment. • As VIA Rail serves Cobourg commuters, future GO Train service beyond Bennett Road would likely never be justified even if included in the updated Envision Durham reports. 	<ul style="list-style-type: none"> • MTO is also conducting a GGH Transportation Plan, which will build upon the Metrolinx RTP and look at transit connections more broadly beyond the GTHA and into the GGH. Increased bus connections to Peterborough and possibly Northumberland will be reviewed as part of this study.
006-01 Dorsay Development Corp. (Dorsay)	<ul style="list-style-type: none"> • We see many synergies and opportunities with the proposed Veraine community in Pickering, which our team here at Dorsay has recently made a submission on, and the transportation objectives of the Region. • A few commonalities include: <ul style="list-style-type: none"> ○ Enhanced cycling infrastructure; ○ Planning for Autonomous and Electric Vehicles; ○ Increased connectivity across all modes of transit; ○ Supporting LID's in Rights-of-Way; ○ Complete Streets; 	<ul style="list-style-type: none"> • Comments noted by staff.

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	<ul style="list-style-type: none"> ○ Supporting walkability and other modes of active transportation; ○ Planning transit for the Future Federal Airport; ○ Planning for substantial employment areas to reduce out commuting; and ○ Promoting public transit and further planning communities to support and accommodate public transit. 	
006-02 Dorsay	<p>Responding to Discussion Question #5:</p> <ul style="list-style-type: none"> ● There are several considerations the Region should make to support transit usage. A few include: <ul style="list-style-type: none"> ○ Community design and connectivity as an integral part to promoting the use of transit. ○ Understanding that the urban fabric is always subject to change and growth, the ROP should ensure proper linkages between Regional centres, growth areas, and future growth areas are integrated into long-term plans early on. This allows for the seamless integration of transit connections in the future. ○ Ensuring transit is in place early—and available when residents move in to set mobility routines and reduce the need for a second or third car. ○ Big Moves: Supporting the 407 BRT as an east-west transit corridor servicing the upper tier of urban communities of Seaton, Brooklin, Columbus and Veraine. ○ Education: Those not familiar with using transit may be more reluctant to start. Education, accessibility, intuitive design and wayfinding are important tools to set residents and potential riders up for success. 	<ul style="list-style-type: none"> ● Transit-supportive policy directions for urban areas are proposed, which will help address maximum block or “barrier” distances (e.g., railway, creek, freeway) in urban areas from pedestrian connections, active transportation connectivity and continue to restrict reverse lot frontage. ● The ROP supports carpooling as a TDM measure, and supports Highway 407 Transitway stations being implemented as commuter lots and transit interfaces between GO and DRT service, until higher order transit along the 407 Transitway is implemented long-term. ● Transportation Demand Management (TDM) policy directions, beyond those focused on Smart Commute in the current ROP, are proposed.
006-03 Dorsay	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> ● Promoting a more urban-scaled road network with narrower drive aisles, separated cycling lanes and a robust public realm, 	<ul style="list-style-type: none"> ● The Region intends to update its Arterial Corridor Guidelines but will also review arterial road criteria as part of the arterial Right-of-Way map schedule

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	<p>including LIDs, as part of a complete street on all arterial roads. The complete street model should be a priority when assessing new developments and reconstructing or building new roads. This is especially important in areas where you want to promote a sense of community, active transportation and an active street life.</p>	<p>and policy updates. This will bring the criteria in line with a complete streets approach, as recommended through the Durham TMP.</p> <ul style="list-style-type: none"> • Several policy directions related to active transportation are proposed, which will help address a complete streets approach on arterial roads, particularly within SGAs.
<p>006-04 Dorsay</p>	<p>Responding to Discussion Question #9:</p> <ul style="list-style-type: none"> • More clarity is always welcome so long as it does not hinder innovation or creativity. Certain specifications regarding the enhancement of public realm features and the availability of development which supports multi-modal options can help to create more inclusive connections. With constant change in the ways of lifestyles, values and priorities, it is important to acknowledge that today's requirements may not be as beneficial to tomorrow's innovation. 	<ul style="list-style-type: none"> • A new Arterial Right-of-Way map schedule in the ROP is proposed as a policy direction, which would show specific right-of-way requirements by arterial road segment. • Policy directions supporting the proposed map schedule are recommended, in consultation with the area municipalities. • Consideration of the public realm, climate change adaptation, transit and active transportation and land use context are important components of the arterial right-of-way review and refined policies.
<p>006-05 Dorsay</p>	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> • Yes, all secondary plan studies should institute an integrated planning approach with the local municipalities taking the lead and the Region providing support. 	<ul style="list-style-type: none"> • Proposed policy directions emphasize the importance of advancing Class EA studies in advance of, or integrated with, the Planning Act for secondary plans or significant areas of intensification for arterial roads. • Pending the changes proposed by the MEA, support for the planning and design of arterial roads through the secondary plan process to comply with the MEA Class EA process will also be acknowledged.
<p>006-06 Dorsay</p>	<p>Responding to Discussion Question #11:</p>	<ul style="list-style-type: none"> • Transportation Demand Management (TDM) policy directions, beyond those focused on Smart Commute in the current ROP, are proposed.

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Submission Number and Name	Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> As mentioned previously, education, training and way finding are important TDM tools that can help promote transit usage and active transportation. 	<ul style="list-style-type: none"> These policy directions propose encouraging use of transit and active transportation through programming and development review, and support for parking and zoning by-law updates by the area municipalities, including a Regional parking strategy direction to support SGAs. A TDM Development Guideline to articulate and implement the TDM policy directions is planned to be developed in 2021, in consultation with the area municipalities as a component of Envision Durham.
006-07 Dorsay	<p>Responding to Discussion Question #13:</p> <ul style="list-style-type: none"> There are numerous potential implications, both positive and negative, that may result from emerging technologies—too numerous to list here. Regardless, the transportation network, inclusive of all modes, should be planned to be flexible and adaptable to accommodate new technologies. A future-focused approach will work to decrease dependency on the private automobile, promote activity and livability, and help to reduce our carbon footprint. Greenfield development, much like the proposed Veraine community, can be outfitted to be future-proofed, future-focused, and adaptable right from pre-development through to construction and occupation. Change can be both positive and negative, meaning that not all technologies must be implemented or should be implemented at once or at all. It is important to gauge what is right and when and where it fits. These lessons are the cornerstones of good planning. 	<ul style="list-style-type: none"> Work on the myDurham Intelligent Communities Plan is evolving, and part of this work is a Smart Mobility Strategy, focusing on the role of emerging technologies, including Connected and Automated Vehicles (CAVs) and Intelligent Transportation Systems. Updates to the Region’s Smart Mobility Strategy, when complete, will be incorporated into the Envision Durham process.

Legend of Discussion Questions

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Number	Discussion Question
1.	Beyond “In Delivery and “In Development” transit projects, which projects do you feel will have the greatest benefit to increase transit use and promote transit supportive development in Durham?
2.	Should the Region only designate Regional Corridors adjacent to the High Frequency Transit Network?
3.	Should Transit Oriented Development policies and guidelines for Strategic Growth Areas be tailored to the planned level of transit service?
4.	Do you support Major Transit Station Areas having specific transportation-related policies to support their development as Transit Oriented Development places, similar to those already applied to Regional Centres?
5.	What up-front considerations should the Regional Official Plan provide with respect to transit supportive development outside of Strategic Growth Areas?
6.	Do you support a new Transit Hub designation and policies as part of the Regional Official Plan?
7.	How can Regional Official Plan policies support planning for all road users when assessing new developments and reconstructing or building new roads?
8.	How should the Regional Official Plan recognize or plan for enhanced trail connections as key active transportation linkages within hydro corridors and Waterfront Areas?
9.	Would providing clearer future right-of-way requirements for specific sections of arterial roads in the Regional Official Plan be beneficial for development application review or Class Environmental Assessment studies?
10.	Is it appropriate that the Regional Official Plan address an integrated Class Environmental Assessment and Planning Act process in new growth areas to optimize the alignment and design for arterial roads?
11.	Are there aspects of Transportation Demand Management beyond employer and school trips, and review of development applications, that should be addressed in greater detail in the Regional Official Plan?
12.	What should the Region’s role be in supporting carpooling, and in what locations would this be most appropriate?
13.	What are the potential implications of emerging technologies on the Regional Transportation System?
14.	How should the Regional Official Plan be enhanced to better support the role of ports to the regional economy, such as the Port of Oshawa and the St. Marys Cement dock facility?
15.	What should the Region consider in supporting the Strategic Goods Movement Network while preserving a complete streets approach for all road users?
16.	Have we missed any trends that you feel should be reviewed and considered in the Transportation System context as part of Envision Durham?

Housing Policy Planning Discussion Paper Submissions – Agency Comments

Submission Number and Agency	Description of Submission	Regional Staff Response
001-01 Community Living, Oshawa/Clarington	Responding to Discussion Question #1: <ul style="list-style-type: none"> The Region should create an affordable rental housing definition that accurately reflects the median household income within Durham. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding affordable housing.
001-02 Community Living, Oshawa/Clarington	Responding to Discussion Question #2: <ul style="list-style-type: none"> It is suggested that the Region revise the definition for affordable ownership housing to accurately reflect regional home costs in relation to median household income. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding affordable housing.
001-03 Community Living, Oshawa/Clarington	Responding to Discussion Question #3: <ul style="list-style-type: none"> Home ownership has become “out of reach” to many in Durham residents. The Region could consider a role in evaluating lenders to help open the housing ownership market to employed persons, who may otherwise not have access lending options. 	<ul style="list-style-type: none"> Comments noted by staff.
001-04 Community Living, Oshawa/Clarington	Responding to Discussion Question #4: <ul style="list-style-type: none"> Consideration should be had for increasing the affordable housing targets in an effort to house more families. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding affordable housing.
001-05 Community Living, Oshawa/Clarington	Responding to Discussion Question #5: <ul style="list-style-type: none"> There is support for higher affordable housing targets within areas of high growth, such as Bowmanville, which is experiencing increased costs for rental and ownership housing. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding affordable housing. It is recommended that the regional target be maintained with a higher target within Strategic Growth Areas.
001-06 Community Living, Oshawa/Clarington	Responding to Discussion Question #6: <ul style="list-style-type: none"> There is support for reduced parking requirements, to ensure that parking does not become a barrier to providing a range of adequate housing types. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding secondary units. Transportation Demand Management (TDM) policy directions, beyond those focused on Smart Commute in the current ROP, are proposed.

Housing Policy Planning Discussion Paper Submissions – Agency Comments

Submission Number and Agency	Description of Submission	Regional Staff Response
		<ul style="list-style-type: none"> These policy directions propose encouraging use of transit and active transportation through programming and development review, and support for parking and zoning by-law updates by the area municipalities, including a proposed direction to investigate the need for a regional parking strategy to support TDM and TOD in SGAs in partnership with area municipalities and Metrolinx.
001-07 Community Living, Oshawa/ Clarington	Responding to Discussion Question #7: <ul style="list-style-type: none"> Parking enforcement can also be a barrier to second units, wherein street parking can result in an undue financial hardship due to continual parking violations and fines. 	<ul style="list-style-type: none"> Comments were considered by staff during the development of the proposed policy directions for secondary units, particularly for such units within areas well-served by transit, such as MTSAs, Regional Centres and Corridors.
001-08 Community Living, Oshawa/ Clarington	Responding to Discussion Question #8: <ul style="list-style-type: none"> There is support for inclusionary zoning, provided these tools have appropriate consideration for affordability periods and affordable housing price and rent. 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for inclusionary zoning.
001-09 Community Living, Oshawa/ Clarington	Responding to Discussion Question #9: <ul style="list-style-type: none"> There is a preference for the vacancy rates for rental conversion to accurately reflect each individual area municipality. 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for condominium conversion and demolition.
001-10 Community Living, Oshawa/ Clarington	Responding to Discussion Question #10: <ul style="list-style-type: none"> In an effort to mitigate the risk of increased homelessness, rental conversion policies should consider tenant transfer/relocation plans where a conversion is permitted. 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for condominium conversion and demolition.
001-11 Community Living, Oshawa/ Clarington	Responding to Discussion Question #11: <ul style="list-style-type: none"> There is support for area municipalities to enact demolition control by-laws, where possible. 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for condominium conversion and demolition.

Housing Policy Planning Discussion Paper Submissions – Agency Comments

Submission Number and Agency	Description of Submission	Regional Staff Response
001-12 Community Living, Oshawa/Clarington	Responding to Discussion Question #12: <ul style="list-style-type: none"> There is support for ROP policies that regulate all rental housing, including short-term units. 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for short-term rentals.
001-13 Community Living, Oshawa/Clarington	Responding to Discussion Question #13: <ul style="list-style-type: none"> There is a high degree of support for tiny homes, as they are considered a relatively low-cost solution to homelessness. Tiny home communities should be located near public transit. 	<ul style="list-style-type: none"> This comment was forwarded to the Region’s Housing Services Division, which prepared the following response: In 2021, the Region will be piloting a microhome project of 8-10 units to provide temporary supportive housing for vulnerable people on Regionally owned lands in Oshawa. In addition, these comments were considered by staff during the development of proposed policy directions for microhomes (also referred to as “tiny homes”).
001-14 Community Living, Oshawa/Clarington	Responding to Discussion Question #14: <ul style="list-style-type: none"> Appropriate locations for mid-rise apartments within Durham could potentially include North Bowmanville, Uxbridge, along Taunton Road, and in proximity to Highway 407. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding housing options. In addition, the Growth Management Study will assess the appropriate location for mid-rise residential development through the Intensification Strategy.
001-15 Community Living, Oshawa/Clarington	Responding to Discussion Question #15: <ul style="list-style-type: none"> The Region could help people with mental health concerns by increasing their access to subsidized rent geared to income apartments, as well as by providing specialized services to support their housing search. 	<ul style="list-style-type: none"> This comment was forwarded to the Region’s Housing Services Division, which prepared the following response: The ability to target rent-geared-to-income (RGI) units to certain applicants on the Durham Access to Social Housing (DASH) wait list is limited due to provincially-mandated priorities for victims of abuse and human trafficking.

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Submission Number and Agency	Description of Submission	Regional Staff Response
		<ul style="list-style-type: none"> • The Region does target other RGI and affordable units in accordance with priorities set out in At Home in Durham, the Durham Housing Plan 2014-2024. • Representatives from Durham Region Social Services and Durham Region Health Department co-chair the new Health, Homelessness and Housing Committee to bring together health and homelessness supports. • Comments were considered by staff as part of the proposed policy directions regarding housing options and special needs housing.
001-16 Community Living, Oshawa/Clarington	Responding to Discussion Question #16: <ul style="list-style-type: none"> • The Region could support seniors housing by reducing accessibility barriers in their home. This could allow seniors to remain in their current homes longer, and potentially relieve undue pressure on Long-Term Care housing. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding housing options and special needs housing.
001-17 Community Living, Oshawa/Clarington	Responding to Discussion Question #17: <ul style="list-style-type: none"> • There is general support for shared living housing options, including policies that protect the residents (i.e. from unfair eviction, in the case of a rental situation). 	<ul style="list-style-type: none"> • While the ROP does not have jurisdiction over the Residential Tenancies Act, and matters such as eviction must be considered through the Landlord and Tenant Board, generally comments were considered by staff during the development of proposed policy directions for shared living.
001-18 Community Living, Oshawa/Clarington	Responding to Discussion Question #18: <ul style="list-style-type: none"> • Additional ROP policies that support housing could include a strengthened commitment to increased affordable housing targets, as well as a revised measure for home ownership that reflects the actual median household income for families in Durham Region. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding housing options and affordable housing.

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Submission Number and Agency	Description of Submission	Regional Staff Response
002-01 Toronto and Region Conservation Authority (TRCA)	Responding to Discussion Question #6: <ul style="list-style-type: none"> • TRCA supports transit-oriented development (TOD). However, TOD should not come at the expense of forgoing other provincial interests, such as public safety from managing natural hazards and achieving more resilient communities by protecting natural heritage systems. • Additionally, TRCA notes that reducing parking requirements and locating housing in strategic transit areas can help achieve the Region’s Low Carbon Pathway scenario under the Durham Community Energy Plan. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding secondary units. • Proposed Policy Directions for MTSAs were released on December 1, 2020 (Report #2020-P-27). • TOD related policy directions for SGAs, which correspond to the Rapid Transit Network and components of the High Frequency Transit Network, are proposed. • Incorporating TOD strategies in the development approvals process by creating and applying a TOD guideline and checklist is also proposed for reviewing development applications in areas within SGAs. Through the development review process, natural features will be taken into account.
002-02 TRCA	Responding to Discussion Question #7: <ul style="list-style-type: none"> • TRCA recognizes that making it easier to build second units aims to benefit communities by increasing affordable housing options in response to changing demographics, while making more efficient use of existing infrastructure. • TRCA supports the community benefits associated with second units but cautions that the creation of such units within hazardous lands associated with valley and stream corridors and the Lake Ontario Shoreline (i.e. flood and erosion hazards) is an issue of concern. • Where applications for new residential development fall within TRCA regulated areas, TRCA works with both private and public proponents to facilitate sustainable development that is 	<ul style="list-style-type: none"> • Consideration for such environmental protections and natural hazards are subject to detailed zoning by-law and site plan approval review by the local area municipalities. These requirements extend to the siting and construction of secondary units.

Housing Policy Planning Discussion Paper Submissions – Agency Comments

Submission Number and Agency	Description of Submission	Regional Staff Response
	<p>adequately set back and protected from natural hazards. In high risk areas, TRCA will not be able to support a permit under our Section 28 regulation should a secondary unit be proposed within a flood plain or an erosion hazard.</p> <ul style="list-style-type: none"> TRCA recommends that flooding and erosion hazards be specifically identified in the ROP as exceptions to the permissions for additional residential uses within a primary dwelling and an ancillary building or structure. 	
002-03 TRCA	<p>Responding to Discussion Question #13:</p> <ul style="list-style-type: none"> If the Region permits tiny home developments as additional residential units (ancillary buildings or structures to primary dwellings), TRCA recommends that flooding and erosion hazards be specifically identified in the ROP as exceptions to these permissions. 	<ul style="list-style-type: none"> Consideration for such environmental protections and natural hazards are subject to detailed zoning by-law and site plan approval review by the local area municipalities. These requirements extend to the siting and construction of microhomes (also referred to as “tiny homes”).
002-04 TRCA	<p>Responding to Discussion Question #14:</p> <ul style="list-style-type: none"> TRCA supports the concept of residential intensification provided it does not represent a risk to life or property from natural hazards. The Region might consider encouraging local municipalities to update the Special Policy Areas (SPAs) in their Area Municipal Official Plans to be consistent with current flood hazard technical information and policy regime prior to considering any residential intensification in those SPAs. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding housing options.

Legend of Discussion Questions

Number	Discussion Question
1.	Should the Region maintain its definition for affordable rental housing to be consistent with other municipalities in the GTHA and the PPS?
2.	Should the Region maintain its definition for affordable ownership housing to be consistent with other GTHA municipalities?

Housing Policy Planning Discussion Paper Submissions – Agency Comments

3.	Should the Region take a more active role to increase affordable home ownership options?
4.	Should the Region consider increasing or decreasing its affordable housing targets?
5.	Should Durham consider higher affordable housing targets within specific locations, such as within Strategic Growth Areas that are near key transit corridors?
6.	Should the ROP encourage municipalities to reduce parking requirements for second units in areas that are well served by transit?
7.	What other barriers should be removed to make it easier to build second units, such as basement apartments?
8.	Should the ROP include policies on inclusionary zoning?
9.	Should Durham continue to combine certain area municipalities as a part of its required three per cent vacancy rate for rental conversion?
10.	Should Durham consider reviewing its rental conversion policies to consider exceptions under certain circumstances?
11.	Should the ROP encourage municipalities to enact demolition control by-laws to preserve existing rental housing?
12.	Should the ROP include policies regarding the regulation of short-term rental housing?
13.	Should the Region encourage the development of tiny homes to enable more affordable housing options? If so, where?
14.	Where are the most appropriate locations to build mid-rise apartments in Durham?
15.	What should the Region do to help people with mental health concerns secure safe and affordable housing?
16.	What policies should the Region consider within the ROP to increase housing options for seniors?
17.	Should the Region have a role in helping to facilitate shared living housing?
18.	What ROP policies should be strengthened to support the development of diverse housing options including affordable housing?

Housing Policy Planning Discussion Paper Submissions – Municipal Comments

Submission Number and Municipality	Comment/Description of Submission	Regional Staff Response
001-01 City of Oshawa	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> • Staff is of the opinion that the Region’s definition of affordable rental housing should be consistent with the definition that is in the PPS. • If the Region considers the definition of affordable rental housing in the PPS to be outdated, it is recommended that the Region, through this process, submit a request to the Province to review its policies for relevancy in today’s housing climate. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding affordable housing. • Policy direction is for the ROP definition for affordable housing should be maintained to be consistent with the PPS.
001-02 City of Oshawa	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> • Staff is of the opinion that the Region’s definition for affordable ownership housing should continue to be consistent with the definition that is in the PPS. • If the Region considers the definition of affordable ownership housing in the PPS to be outdated, it is recommended that the Region, through this process, submit a request to the Province to review its policies for relevancy in today’s housing climate. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding affordable housing. • Policy direction is for the ROP definition for affordable housing should be maintained to be consistent with the PPS.
001-03 City of Oshawa	<p>Responding to Discussion Question #3:</p> <ul style="list-style-type: none"> • Staff is of the opinion that the Region should continue to focus on encouraging an increase in the amount of rental housing stock. • With respect to the issue of affordable home ownership, staff note that there needs to be an understanding among the public that this translates to housing options that are smaller in size. It also necessitates an increase in intensification and infill development in certain parts of the City, for projects both small and large in scope. <ul style="list-style-type: none"> ○ This will require education and messaging that is ongoing and consistent. 	<ul style="list-style-type: none"> • This comment was forwarded to the Housing Services Division and the Finance Department, which prepared the following response: • At Home in Durham, the Durham Housing Plan 2014-2024 is primarily focussed on affordable rental housing but does recognize the need to support affordable home ownership for low to moderate income residents. • In addition, this comment was noted by Finance staff and will be considered in next Development Charges Background Study review. • Recent changes to the Development Charges Act, 1997 under Bill 108 and Regulation 454/19 provides relief for non-profit housing as follows:

Housing Policy Planning Discussion Paper Submissions – Municipal Comments

Submission Number and Municipality	Comment/Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> • Staff also note that the City provides Development Charge exemptions for non-profit housing and that the Region should consider doing the same. 	<ul style="list-style-type: none"> ○ Development charges are deferred to occupancy and are paid in twenty-one equal installments over twenty years; ○ If the non-profit housing development goes through site plan or zoning by-law amendment application, the development charge rates are frozen at the application stage. • Comments were considered by staff as part of the proposed policy directions regarding affordable housing.
001-04 City of Oshawa	<p>Responding to Discussion Question #4:</p> <ul style="list-style-type: none"> • Staff is of the opinion that the Region should consider increasing its affordable housing targets in specific locations such as in Strategic Growth Areas such as the Downtown Oshawa Urban Growth Centre and Intensification Areas identified along certain corridors in the Oshawa Official Plan. • The Region should consider how it could enforce affordable housing targets. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding affordable housing. • It is recommended that the regional target be maintained with a higher target within Strategic Growth Areas.
001-05 City of Oshawa	<p>Responding to Discussion Question #5:</p> <ul style="list-style-type: none"> • Staff agree that higher affordable housing targets should be considered for Strategic Growth Areas near key transit corridors compared to other areas of the Region. • The Region should consider how it could enforce affordable housing targets. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding affordable housing. • It is recommended that the regional target be maintained with a higher target within Strategic Growth Areas.
001-06 City of Oshawa	<p>Responding to Discussion Question #6:</p> <ul style="list-style-type: none"> • Parking issues can be localized in nature and it may be difficult for the Region to develop policy language equally applicable to urban areas such as downtown Oshawa and rural areas such as the northern municipalities in Durham. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding secondary units and affordable housing. • Reduced parking is encouraged for affordable housing developments.

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	<ul style="list-style-type: none"> If the Region were to include policies in the ROP to encourage reduced parking requirements for second units, staff recommend that a preliminary parking study or analysis be prepared by the Region to justify reduced parking requirements for second units in areas served by transit, based on appropriate comparators. 	<ul style="list-style-type: none"> Transportation Demand Management (TDM) policy directions, beyond those focused on Smart Commute in the current ROP, are proposed. These policy directions propose encouraging use of transit and active transportation through programming and development review, and support for parking and zoning by-law updates by the area municipalities, including a Regional parking strategy direction to support SGAs.
001-07 City of Oshawa	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> The City adopted a new development charges by-law which only requires small-scale infill developments such as the creation of a new duplex or triplex to pay development charges as if the project was a single detached dwelling, where these uses are permitted by the Zoning By-law. <ul style="list-style-type: none"> Undertaking reciprocal changes to the Region’s and School Board’s Development Charges By-law would remove this barrier to creating additional units at the Regional level. 	<ul style="list-style-type: none"> This comment was forwarded to the Finance Department, which prepared the following response: Comments noted by staff and will be considered in next Development Charges Background Study review. The Region broadened the exemption of secondary units to include units not attached to the existing unit in the 2018 DC By-law (i.e. prior to this, the secondary unit exemption was only applied to units attached to the existing unit). Comments were considered by staff as part of the proposed policy directions regarding secondary units.
001-08 City of Oshawa	<p>Responding to Discussion Question #8:</p> <ul style="list-style-type: none"> Staff is of the opinion that the ROP should only include policies on inclusionary zoning if the policies allow each lower-tier municipality to determine if and where inclusionary zoning is appropriate within their respective municipality. 	<ul style="list-style-type: none"> Comments noted by Housing Services staff. Comments were considered by staff as part of the proposed policy directions regarding inclusionary zoning.

Housing Policy Planning Discussion Paper Submissions – Municipal Comments

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	<ul style="list-style-type: none"> Staff also note that implementation and monitoring of inclusionary zoning may be a challenge as the municipality would have to have in place agreements with the developer and be responsible for monitoring implementation, which could require additional resources. The identification of Regional financial support tools is a key aspect that should be included in conjunction with any Regional policy direction regarding inclusionary zoning. 	
001-09 City of Oshawa	Responding to Discussion Question #9: <ul style="list-style-type: none"> Staff is of the opinion that Oshawa should be treated separately, as CMHC collects and publishes vacancy rate data for two zones in Oshawa; and should not be combined with the Town of Whitby and the Municipality of Clarington. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding condominium conversion and demolition.
001-10 City of Oshawa	Responding to Discussion Question #10: <ul style="list-style-type: none"> Trends show that condominium units continue to be rented out on the rental market either by the individual purchaser/investor or at large by the property owner (i.e. the owner registers a condominium but continues to own and rent out all units). However, trends show that condominium units that are rented out by the purchaser tend to have higher rental rates than if they remained as rental units. Durham Region may want to look at ways to consider exceptions to rental conversion policies that are reasonable. Investigating mechanisms to ensure that units continue to be rented out rather than sold until the vacancy rate reaches an acceptable level in the market area is important. Staff also note that there are unique housing markets in Oshawa such as purpose-built student housing which needs to be treated differently than standard housing elsewhere in the City. Thus, Durham Region may want to consider scoping the 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding condominium conversion and demolition.

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	<p>review of vacancy rates based on the type of unit (e.g. bachelor units, town houses versus apartments, student housing, etc.).</p>	
<p>001-11 City of Oshawa</p>	<p>Responding to Discussion Question #11:</p> <ul style="list-style-type: none"> • Staff note that Oshawa has not had much pressure from the public wanting to demolish existing rental housing stock. The majority of units demolished in Oshawa are single detached dwellings as a result of redevelopment/intensification or capital projects on behalf of the City/Region. • Staff also note that a demolition control by-law could have positive impacts on new housing investment and the renewal of existing stock, depending on the nature of what is being proposed to be demolished versus what is proposed as the new construction. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding condominium conversion and demolition.
<p>001-12 City of Oshawa</p>	<p>Responding to Discussion Question #12:</p> <ul style="list-style-type: none"> • After undertaking industry and public stakeholder consultations, the City updated Zoning By-law 60-94 in May 2018 to provide clarity to short-term rental uses • Pending a report back on short term rentals (based on direction on report #CORP-20-03 from Feb. 2020), should City Council choose to support a short term rental licensing system, staff would be in a position to track the number of short term rentals in the City and collect data to inform municipal decision making. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding short-term rentals.
<p>001-13 City of Oshawa</p>	<p>Responding to Discussion Question #13:</p> <ul style="list-style-type: none"> • Tiny homes are not explicitly defined in the City’s Zoning By-law 60-94 and therefore are treated as single detached dwellings as defined in the By-law. • Staff also note that the Region only allows for one service connection for water and one service connection for sanitary 	<ul style="list-style-type: none"> • This comment was forwarded to the Works and Finance Departments, which prepared the following response: • The Commissioner of Works already has the authority to allow more than one connection per

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	<p>per lot. To date, the tiny homes constructed in Oshawa are simply smaller homes on standard size properties. There were no unique policies, regulations or financial incentives that enabled them.</p> <ul style="list-style-type: none"> • However, there is public interested in the tiny house movement, and to have the City investigate potential amendments to the City’s Zoning By-law dealing with tiny houses. Accordingly, after appropriate investigation, this matter will be the subject of a future report to the Development Services Committee (anticipated before the 2020 Council summer recess). • Staff is of the opinion that if Durham Region wants to pursue tiny homes, the Region needs to clearly define what a tiny home is and why it is advantageous. Tiny homes may be more suitable as a housing solution in small or rural communities where there are environmental constraints and/or housing developers are not buying and developing land. <ul style="list-style-type: none"> ○ Staff note that Durham Region will also need to address development charges for tiny homes. If the applicable rate for a tiny home is the same rate as for a standard sized single detached dwelling, this would create a financial barrier for anyone considering constructing tiny homes. • Staff also note that the development of tiny homes may not be the most efficient use of land and services if they preclude or displace the opportunity for higher density development (e.g. apartments) which would further increase the supply of housing in urban areas. However, purpose-built tiny homes as multi-unit developments may be a viable solution for home/land ownership on land where otherwise low-density or medium-density development is currently permitted, as it 	<p>property. It should also be noted that it is far more expensive to construct and to operate multiple connections to a given property. Given that the stated goal of tiny homes is affordability, consideration should be given to distributing on site plumbing to multiple tiny homes with only one connection to the sewer and water systems. Whether these private services are constructed above ground or in ground is a determination to be made through Building Code compliance.</p> <ul style="list-style-type: none"> • In addition, this comment was noted by Finance staff and will be considered in next Development Charges Background Study review. • Comments were considered by staff as part of the proposed policy directions regarding microhomes.

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	<p>could introduce a new and innovative form of affordable housing.</p> <ul style="list-style-type: none"> Finally, the issue of service connections from the Region will need to be addressed. Some models for the development of tiny homes in other jurisdictions have included multiple tiny homes on one lot, each with its own service connection. This would run contrary to the Region’s servicing policy. Other models for tiny home development include multiple tiny homes on one lot with private above ground water supply and sanitary services. This would also run contrary to Regional servicing policy. 	
<p>001-14 City of Oshawa</p>	<p>Responding to Discussion Question #14:</p> <ul style="list-style-type: none"> Staff is of the opinion that mid-rise development is appropriate along arterial road corridors, in Central Areas, in areas that already contain mid-rise or high-rise buildings, and in areas that are planned to accommodate mid-rise and/or high-rise buildings. The Oshawa Official Plan contains policies in this regard. Regarding Section 4.11 of the Housing Policy Planning Discussion Paper which discusses wood frame construction up to six storeys, Staff is of the opinion that Durham Region and Oshawa should not differentiate between projects featuring wood frames, steel frames and concrete frames if they are meeting the intent of the Region’s and the City’s Official Plans and the City’s Zoning By-law regulations. Matters related to construction style and materials are appropriately regulated by the Ontario Building Code. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding housing options. The Growth Management Study has assessed the appropriate location for mid-rise residential development through the Intensification Strategy.
<p>001-15 City of Oshawa</p>	<p>Responding to Discussion Question #15:</p> <ul style="list-style-type: none"> Staff are in favour of Durham Region continuing to provide supportive housing. Rent supplements or rent-geared-to-income housing are other viable strategies that Durham Region 	<ul style="list-style-type: none"> This comment was forwarded to the Housing Services Division, which prepared the following response:

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	<p>can implement to assist with providing suitable housing to individuals with mental health concerns. Staff also note that support from the provincial and federal government is key to the funding of such programs.</p>	<ul style="list-style-type: none"> Regional Council has approved the allocation of \$14.5 M in federal, provincial and Regional funding and the use of Regionally-owned lands for the expedited development of 50 supportive housing units with an ancillary structure to provide a combination of support services and congregate living as well as a microhome pilot project. In addition, comments were considered by staff as part of the proposed policy directions regarding housing options, affordable housing and special needs housing.
<p>001-16 City of Oshawa</p>	<p>Responding to Discussion Question #16:</p> <ul style="list-style-type: none"> Staff note that with an aging population, it is important to consider the inclusion of policies related to providing accessible and affordable housing for persons with disabilities and for persons who may have mobility challenges, many of whom are seniors. The Oshawa Official Plan that address the location and development of housing options for seniors (Policy 6.2.7) and the City’s 2019 Age-Friendly Strategy includes four objectives related to seniors’ housing. In addition, Staff will be undertaking and preparing a seniors’ housing study as per the direction of the Development Services Committee (DS-19-241). Oshawa suggests that the ROP leverage the work already completed through the Region’s “Age Friendly Durham Strategy and Action Plan” which looks at how to plan for aging communities. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding housing options, affordable housing and special needs housing.

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Submission Number and Municipality	Comment/Description of Submission	Regional Staff Response
001-17 City of Oshawa	<p>Responding to Discussion Question #17:</p> <ul style="list-style-type: none"> Shared living housing can take several different forms including several individuals owning a share of a home, tenants renting different rooms within the same home or homeowners renting out rooms within their home. Staff is of the opinion that the Region’s role in helping to facilitate shared living housing should be to raise awareness and educate the public on the options available to them for shared living housing. 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for shared living.
001-18 City of Oshawa	<p>Responding to Discussion Question #18:</p> <ul style="list-style-type: none"> Staff is of the opinion that ROP policies that should be strengthened to include providing and supporting a full range and mix of housing, including affordable housing, to accommodate a range of incomes and household size, strategies to permit units in accessory buildings, opportunities for “gentle density” (e.g. secondary units, duplexes, triplexes, etc.) and the promotion of “missing middle” (e.g. townhouses, stacked townhouses and low-rise apartment buildings) forms of residential (mixed-use) development. Staff is also of the opinion that Durham Region should consider looking at ways to increase accessible housing options, with visitable features (e.g. no stairs to entrance doors, minimum door widths to accommodate mobility devices, etc.) for all persons. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding housing options, affordable housing and special needs housing.
002-01 City of Oshawa Provided comments on behalf of Oshawa	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> The definition for affordable rental housing should be maintained. In addition, the OAAC reaffirms its recommendation to the City of Oshawa that it require all residential projects be designed with 15% accessible units with visitable features, including no stairs to entrance doors, as well 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding affordable housing. Policy direction is for the ROP definition for affordable housing should be maintained to be consistent with the PPS.

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Submission Number and Municipality	Comment/Description of Submission	Regional Staff Response
Accessibility Advisory Committee (OAAC)	as entrance door and washroom door widths sufficient for mobility devices.	
002-02 City of Oshawa Provided comments on behalf of OAAC	Responding to Discussion Question #2: <ul style="list-style-type: none"> • There is support for the Region to maintain its existing definition for affordable ownership housing. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding affordable housing. • Policy direction is for the ROP definition for affordable housing should be maintained to be consistent with the PPS.
002-03 City of Oshawa Provided comments on behalf of OAAC	Responding to Discussion Question #3: <ul style="list-style-type: none"> • It is suggested that the Region take a more active role by considering other models for affordable home ownership such as trailers, tiny houses, container homes, accessible, co-housing, lease for life homes/communities. Similar housing models could also help increase rental housing options. 	<ul style="list-style-type: none"> • Comments were considered by staff during the development of proposed policy directions related to housing options, affordable housing, microhomes, and shared living arrangements.
002-04 City of Oshawa Provided comments on behalf of OAAC	Responding to Discussion Question #7: <ul style="list-style-type: none"> • Unaware of any existing barriers to building second units, however, there is a desire for additional secondary units, more functional shared living options, and perhaps the use of financial incentives to increase the supply of accessible/affordable units. 	<ul style="list-style-type: none"> • Comments were considered by staff during the development of proposed policy directions related to secondary units, shared living, and affordable housing.
002-05 City of Oshawa Provided comments on behalf of OAAC	Responding to Discussion Question #13: <ul style="list-style-type: none"> • The Region should encourage the development of tiny homes to enable more affordable housing options, especially ones that are accessible. 	<ul style="list-style-type: none"> • Comments were considered by staff during the development of proposed policy directions for microhomes (also referred to as “tiny homes”).

Housing Policy Planning Discussion Paper Submissions – Municipal Comments

Submission Number and Municipality	Comment/Description of Submission	Regional Staff Response
002-06 City of Oshawa Provided comments on behalf of OAAC	Responding to Discussion Question #14: <ul style="list-style-type: none"> It is important that housing be around existing infrastructure (e.g. public transportation), as well as grocery stores, doctors/walk-in clinics, employment opportunities, community centres for social interaction, etc. 	<ul style="list-style-type: none"> Comments were considered by staff during the development of the proposed policy directions for housing options, affordable housing and complete communities.
002-07 City of Oshawa Provided comments on behalf of OAAC	Responding to Discussion Question #15: <ul style="list-style-type: none"> The Region should help people with mental health concerns secure safe and affordable housing, or provide financial assistance to organizations who do deliver such supportive housing. Overall, the Region should consider financial incentives that support the creation and maintenance of affordable housing. 	<ul style="list-style-type: none"> This comment was forwarded to the Housing Services Division, which prepared the following response: The Region supports a Housing First approach and provides funding to a number of community partners to both assist vulnerable households find housing, as well as provide supports to help retain housing. Representatives from Durham Region Social Services and Durham Region Health Department co-chair the new Health, Homelessness and Housing Committee to bring together health and homelessness supports. In addition, comments were considered by staff during the development of the proposed policy directions for special needs housing.
002-08 City of Oshawa Provided comments on behalf of OAAC	Responding to Discussion Question #16: <ul style="list-style-type: none"> To help increase housing options for seniors, the Region should consider shared living options, such as programs that match seniors and students. This could allow seniors to stay in their homes longer, while assisting students. Other suggestions including co-locating services such as Seniors Centres with Daycares, wherein seniors could assist or enjoy the presence of children, while the children could learn life skills. 	<ul style="list-style-type: none"> Comments noted by Housing Services staff. Comments were considered by staff during the development of the proposed policy directions for age friendly planning, special needs housing and shared living.

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	<ul style="list-style-type: none"> The Region should consider financial incentives that support the development and maintenance of affordable seniors housing and aging in place, such as property tax reductions. 	
002-09 City of Oshawa Provided comments on behalf of OAAC	Responding to Discussion Question #17: <ul style="list-style-type: none"> The Region could have a role in establishing or administering a program to facilitate shared living housing. For example, the Region could facilitate and fund a “matching site” (not unlike an online dating website). 	<ul style="list-style-type: none"> This comment was forwarded to the Housing Services Division, which prepared the following response: The Region partners with community service providers to operate innovative shared housing programs. In addition, these comments were considered by staff during the development of proposed policy directions for shared living.
002-10 City of Oshawa Provided comments on behalf of OAAC	<ul style="list-style-type: none"> Some additional considerations include the need for: <ul style="list-style-type: none"> Emergency Shelters – support for additional shelters to meet the needs of the community. Long-term Care Homes – support for additional beds to meet growing demand and aging population. 	<ul style="list-style-type: none"> The Emergency Shelter System is sufficient to meet current needs, but the Region is committed to a review and modernization of the homelessness and emergency shelter system to reduce chronic homelessness to zero. The Region is focussed on long-term, sustainable housing solutions for people experiencing homelessness. Comments were considered by staff during the development of the proposed policy directions for housing options and special needs housing.
003-01 Municipality of Clarington	Responding to Discussion Question #1: <ul style="list-style-type: none"> Clarington defines affordable rental housing as “80% of Average Market Rent”. This is consistent with CMHC’s Social Infrastructure Fund (SIF) funding definition. Staff would encourage the Region, and all levels of government to adopt this definition of affordable rental housing, as continuity and consistency across the board should provide 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding affordable housing.

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	<p>more opportunities for funding and other provincial and federal programs.</p>	
<p>003-02 Municipality of Clarington</p>	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> • There should be consideration in amending the definition of affordable to the 70th percentile of income (i.e. in areas such as the GTA), which would result in more policy support for affordable home ownership among middle-income households. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding affordable housing.
<p>003-03 Municipality of Clarington</p>	<p>Responding to Discussion Question #3:</p> <ul style="list-style-type: none"> • Staff are of the opinion that the Region should take a more active role to increase affordable ownership options. Potential measures could include, but are not limited to: <ul style="list-style-type: none"> ○ Gradual deposit payment plans – small down payment on signing agreement of purchase and sale accompanied by monthly payments until 5% of the purchase price has been paid. ○ Increasing incentives to developers, such as: <ul style="list-style-type: none"> • “We’ll allow you to build an additional storey if 5 units are provided to the Region as affordable units”; or • “We’ll allow a decreased lot frontage/area requirement in a subdivision if 5 units or lots are given to Habitat for Humanity for their ownership programs”. 	<ul style="list-style-type: none"> • This comment was forwarded to the Finance Department, which prepared the following response: • Consideration of a Regional Community Improvement Plan is occurring as a separate initiative concurrent with project outside of the MCR. • A new Housing Services Development Charge was approved in the Region’s 2018 DC Study to provide funding for growth related capital costs for social and affordable housing (i.e. social housing provided by Durham Region Local Housing Corporation (DRLHC) or by a non-profit housing provider that receives ongoing subsidy from the Region of Durham and affordable housing provided by private or non-profit housing providers that receive capital funding through a federal and/or provincial government affordable housing program).

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		<ul style="list-style-type: none"> In addition, comments were considered by staff as part of the proposed policy directions regarding affordable housing.
003-04 Municipality of Clarington	Responding to Discussion Question #4: <ul style="list-style-type: none"> It is staff’s opinion that, given current demand, affordable housing target should be increased (i.e. from 25% to 35%) provided these targets could be met on a regular basis. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding affordable housing. It is recommended that the regional target be maintained with a higher target within Strategic Growth Areas.
003-05 Municipality of Clarington	Responding to Discussion Question #5: <ul style="list-style-type: none"> Clarington staff support higher affordable housing targets in SGAs and MTSAs where units are likely to be smaller in size (e.g. townhouses, condominium units in mid to high rise buildings, etc.). 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding affordable housing. It is recommended that the regional target be maintained with a higher target within Strategic Growth Areas.
003-06 Municipality of Clarington	Responding to Discussion Question #6: <ul style="list-style-type: none"> Clarington staff support reducing parking requirements for second units within urban areas and in more dense housing forms which have very limited parking to begin with. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding secondary units. Comment noted by Transportation Planning staff.
003-07 Municipality of Clarington	Responding to Discussion Question #7: <ul style="list-style-type: none"> To eliminate redundancies and/or conflicting requirements, planning policies and zoning by-law provisions should defer to the Ontario Building Code where appropriate (i.e. dwelling unit size, ingress/egress requirements, etc.). 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for secondary units.
003-08 Municipality of Clarington	Responding to Discussion Question #8: <ul style="list-style-type: none"> Clarington staff support consideration for policies within the ROP that require Inclusionary Zoning within MTSAs, particularly given the recent GO East Extension announcement 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for inclusionary zoning.

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	<p>that Clarington will have two MTSAs (Courtice and Bowmanville).</p>	<ul style="list-style-type: none"> Proposed Policy Directions for MTSAs were released on December 1, 2020 (Report #2020-P-27).
<p>003-09 Municipality of Clarington</p>	<p>Responding to Discussion Question #9:</p> <ul style="list-style-type: none"> Staff believe the Region should separate the area municipalities when calculating the three percent vacancy rate for rental conversion. 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for condominium conversion and demolition.
<p>003-10 Municipality of Clarington</p>	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> Staff are of the opinion that additional rental conversion policy exceptions could be supported, such as: <ul style="list-style-type: none"> Conversions may be permitted if the proponent has demonstrated to the municipality's satisfaction that imminent repairs are required and that the rental income received is not capable of supporting the required repairs (City of Hamilton). 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for condominium conversion and demolition.
<p>003-11 Municipality of Clarington</p>	<p>Responding to Discussion Question #11:</p> <ul style="list-style-type: none"> It is Staff's opinion that a policy supporting demolition control by-laws would be beneficial. At this time, there are not many purpose-built rental buildings being demolished, however, preventative planning should be in place to ensure such tools are available should the issue arise. 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for condominium conversion and demolition.
<p>003-12 Municipality of Clarington</p>	<p>Responding to Discussion Question #12:</p> <ul style="list-style-type: none"> No. As stated in the report, short-term rentals could enable tourism opportunities for some areas, whereas could negatively impact the rental housing supply and existing businesses in another. Clarington staff do not support the Region regulating short-term rental housing. Area municipalities should have autonomy to establish area-specific policies given that 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for short-term rentals.

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	<p>concerns/support will differ based on geographic areas throughout the region.</p>	
<p>003-13 Municipality of Clarington</p>	<p>Responding to Discussion Question #13:</p> <ul style="list-style-type: none"> • Regional policies should encourage tiny homes as they are an opportunity to provide both affordable ownership and rental options. For example: <ul style="list-style-type: none"> ○ For home ownership, policies could include supporting smaller lot frontages/areas, which would allow proponents to sever smaller lots to accommodate tiny homes. ○ For rental units, garden suites should be permitted without limitation to inhabitants. 	<ul style="list-style-type: none"> • Comments were considered by staff during the development of proposed policy directions for affordable housing and microhomes (also referred to as “tiny homes”). • Comments on “garden suites”, as temporary use housing, were considered by staff during the development of proposed policy directions for secondary units. • For greater clarity, planning authorities cannot pass a by-law that has the effect of distinguishing between persons who are related and persons who are unrelated in respect to occupancy.
<p>003-14 Municipality of Clarington</p>	<p>Responding to Discussion Question #14:</p> <ul style="list-style-type: none"> • Clarington staff suggest that Regional Corridors and MTSAs are the most appropriate locations to build mid-rise apartments. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding housing options. • The Growth Management Study has assessed the appropriate location for mid-rise residential development through the Intensification Strategy.

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003-15 Municipality of Clarington	Responding to Discussion Question #16: <ul style="list-style-type: none"> • The Region should consider supporting increased seniors’ housing (and the ability to downsize) through ROP policies that: <ul style="list-style-type: none"> ○ Increase the affordable housing supply for both ownership and rental units; ○ Encourage mid and high rise development along Regional Corridors and within MTSAs; ○ Inclusionary zoning; and ○ Reduced restrictions on secondary units. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding housing options, affordable housing, inclusionary zoning, secondary units and special needs housing.
003-16 Municipality of Clarington	Responding to Discussion Question #17: <ul style="list-style-type: none"> • The ROP should include policies supporting shared living, as well as policies that encourage shared ownership. 	<ul style="list-style-type: none"> • Comments were considered by staff during the development of proposed policy directions for shared living.
003-17 Municipality of Clarington	Responding to Discussion Question #18: <ul style="list-style-type: none"> • Staff are of the opinion that the addition of Inclusionary Zoning policies would be extremely beneficial to support the development of diverse housing options. • In addition, secondary unit policies should be enhanced to include less regulations and promote a range of options (i.e. Tiny Homes). 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding housing options, affordable housing, inclusionary zoning, secondary units and microhomes.
004-01 Township of Uxbridge	Responding to Discussion Question #1 & #2: <ul style="list-style-type: none"> • Given that the housing market in Durham is now more in line with costs across the GTHA, it is appropriate for the Region to maintain its definition for affordable rental and ownership housing consistent with other municipalities in the GTHA and the PPS. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding affordable housing. • Policy direction is for the ROP definition for affordable housing should be maintained to be consistent with the PPS.
004-02 Township of Uxbridge	Responding to Discussion Question #3: <ul style="list-style-type: none"> • As noted in the Discussion Paper, housing affordability is supported by smaller, less expensive units. However, while the Region can, and should, encourage greater housing diversity, it 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding affordable housing.

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	<p>is the local municipalities through their official plan policies, zoning regulations and other initiatives such as community improvement plans, that have the opportunity to be proactive in actively supporting housing which increases affordable housing options.</p> <ul style="list-style-type: none"> • However, the policies of the ROP should be reviewed to ensure that they do not create any barriers to affordable housing home ownership. 	
004-03 Township of Uxbridge	<p>Responding to Discussion Question #5:</p> <ul style="list-style-type: none"> • The maintenance of the 25% target, at least for the rural northern municipalities with servicing constraints, is still appropriate. • Consideration could be given to an increase in specific locations such as Strategic Growth Areas which have greater opportunity for the construction of high-density housing and the use of tools such as inclusionary zoning. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding affordable housing and inclusionary zoning. • It is recommended that the regional target be maintained with a higher target within Strategic Growth Areas.
004-04 Township of Uxbridge	<p>Responding to Discussion Question #6:</p> <ul style="list-style-type: none"> • This potential direction is not applicable to the Township of Uxbridge which is not well served by transit. However, the Township currently requires two parking spaces for second units and the zoning by-law will have to be updated to meet provincial requirements for a maximum of one parking space per second unit. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding secondary units.
004-05 Township of Uxbridge	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> • A review of the Township’s relatively new second unit policies and regulations will be necessary given the changes in the Planning Act, in particular with respect to the parking requirements. • To date, the major issue seems to occur where second units are proposed in accessory buildings and a rezoning is required. 	<ul style="list-style-type: none"> • Comments were considered by staff during the development of proposed policy directions for secondary units.

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	<p>The rezoning triggers requirements arising from Provincial policy (e.g. noise study, archaeological study) which add substantially to the cost of the process and can cause significant delay in approvals.</p> <ul style="list-style-type: none"> The applicability of Provincial policy with respect second units should be reviewed by the Region. 	
004-06 Township of Uxbridge	<p>Responding to Discussion Question #8:</p> <ul style="list-style-type: none"> Inclusionary zoning is not applicable in the Township of Uxbridge. 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for inclusionary zoning.
004-07 Township of Uxbridge	<p>Responding to Discussion Question #9:</p> <ul style="list-style-type: none"> Rental conversion (i.e. generally considered to be where a minimum of six rental housing units will be removed because of development) is not currently an issue in Uxbridge. Given the similar circumstances in Uxbridge, Scugog and Brock, combining the vacancy rate (of at least three per cent) continues to be an appropriate approach. 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for condominium conversion and demolition.
004-08 Township of Uxbridge	<p>Responding to Discussion Question #11:</p> <ul style="list-style-type: none"> As noted, rental conversion is not currently an issue in Uxbridge, as such there are no issues with the current ROP policies as they apply in Uxbridge. 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for condominium conversion and demolition.
004-09 Township of Uxbridge	<p>Responding to Discussion Question #12:</p> <ul style="list-style-type: none"> As noted in the Discussion Paper, in Uxbridge there is a need for tourist accommodation given the lack of hotel accommodation. As such short-term rentals can be a benefit. No issues have been identified in terms of significant impact on the amount of rental housing. 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for short-term rentals.

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004-10 Township of Uxbridge	<p>Responding to Discussion Question #13:</p> <ul style="list-style-type: none"> The Township has seen some interest in the location of residential units in accessory structures since the introduction of updated policies in the Official Plan. There have been no specific applications for tiny houses on separate lots, but the Township is considering providing for the potential of such development. 	<ul style="list-style-type: none"> Comments noted by staff. Please refer to the proposed policy directions for microhomes (also referred to as “tiny homes”).
004-11 Township of Uxbridge	<p>Responding to Discussion Question #14:</p> <ul style="list-style-type: none"> The focus of intensification in the Township is the Uxbridge Urban Area Downtown. In addition, intensification is encouraged in the Corridor Commercial Area Official Plan designation along Toronto Street, and there is opportunity for one building in the Brock Street Mixed Use Area designation. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding housing options. The Growth Management Study has assessed the appropriate location for mid-rise residential development through the Intensification Strategy.
004-12 Township of Uxbridge	<p>Responding to Discussion Question #18:</p> <ul style="list-style-type: none"> Given that the needs of each area municipality are very different, at the Regional level, a general policy which recognizes those with special needs in a comprehensive manner and sets out a commitment to consult with them on barriers to meeting their needs is a key initial first step. This type of general policy should establish a process for determining an implementation strategy in conjunction with the local municipalities. For instance, some of these barriers may be physical, i.e. changes to existing homes and community facilities to allow residents to age in place. Other barriers may be legal, i.e. the need for a contract to set out rules and expectations for shared living arrangements. In some cases, the solutions may be best operationalized by the Region, in other cases a partnership with the local municipality may be the better option. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding housing options and special needs housing.

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005-01 Township of Scugog	Responding to Discussion Question #1: <ul style="list-style-type: none"> Township staff are of the opinion that the definition of affordable rental housing should be maintained to continue to be consistent with the definition that is in the PPS. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding affordable housing. Policy direction is for the ROP definition for affordable housing should be maintained to be consistent with the PPS.
005-02 Township of Scugog	Responding to Discussion Question #2: <ul style="list-style-type: none"> Township staff are of the opinion that the definition of affordable ownership housing should be maintained to continue to be consistent with the definition that is in the PPS. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding affordable housing. Policy direction is for the ROP definition for affordable housing should be maintained to be consistent with the PPS.
005-03 Township of Scugog	Responding to Discussion Question #3: <ul style="list-style-type: none"> The Region should continue to encourage affordable housing options, both rental and home ownership options. Affordable home ownership typically translates to housing options that are smaller in size, which can be promoted through intensification and infill developments. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding affordable housing.
005-04 Township of Scugog	Responding to Discussion Question #4: <ul style="list-style-type: none"> A Region-wide target for affordable housing should be consistent with Provincial legislation, with consideration for increasing the target in key areas where there is access to transit and other human service supports and amenities. Area municipalities should be able to determine the appropriateness and implementation of targets at the local level that support the Region-wide target(s). 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding affordable housing. It is recommended that the regional target be maintained with a higher target within Strategic Growth Areas.
005-05 Township of Scugog	Responding to Discussion Question #5: <ul style="list-style-type: none"> The Region should consider higher affordable housing targets within specific locations, such as within Strategic Growth Areas and MTSAs. It should be noted that the Township of Scugog's 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding affordable housing.

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	Strategic Growth Area is located within the Port Perry Main Central Area; the Township does not have an MTSA.	<ul style="list-style-type: none"> It is recommended that the regional target be maintained with a higher target within Strategic Growth Areas.
005-06 Township of Scugog	<p>Responding to Discussion Question #6:</p> <ul style="list-style-type: none"> The Region should include an objective or policy encouraging reduced parking requirements for second units in areas that are well served by transit, consistent with Provincial regulations. The Region should be cognizant that parking issues can be localized in nature and it may be difficult for the Region to develop policy language equally applicable to each local municipality. Regardless of what's in the ROP, local municipalities will need to ensure that the parking requirements are consistent with the recent changes to Provincial legislation with respect to only being able to require a maximum of 1 additional parking space for second units. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding secondary units. Comment noted by Transportation Planning staff.
005-07 Township of Scugog	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> The Township of Scugog will be undertaking a specific review of the local secondary dwelling unit policies to permit them within accessory structures and to ensure that the Township's policies are consistent with recent Provincial policy changes. The ROP should encourage second units consistent with Provincial legislation. Another consideration for second units would be the availability of infrastructure and servicing constraints. 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for secondary units.
005-08 Township of Scugog	<p>Responding to Discussion Question #8:</p> <ul style="list-style-type: none"> As the Planning Act sets out the framework for how to establish an inclusionary zoning program, the ROP should include policies that would help to encourage or facilitate 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for inclusionary zoning.

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	<p>inclusionary zoning and would allow each local area municipality to determine if and where inclusionary zoning is appropriate.</p> <ul style="list-style-type: none"> Township staff note that the Planning Act has been amended in regards to inclusionary zoning being limited to areas around MTSA's or areas with a development permit system in place. Therefore, the Township of Scugog, being without an MTSA and not having a development permit system in place, would be unable to use inclusionary zoning. 	
005-09 Township of Scugog	<p>Responding to Discussion Question #9:</p> <ul style="list-style-type: none"> For the purposes calculating vacancy rates, CMHC currently groups Scugog with the Townships of Uxbridge and Brock. Township of Scugog staff are of the opinion that each local municipality should be treated separately and not combined, so that the rate reflects the local context and helps to retain as much rental housing in each municipality as possible. This approach would be consistent with other Regional municipalities within the GTHA. 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for condominium conversion and demolition.
005-10 Township of Scugog	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> Given the limited amount of rental housing available in the Region, the Region should consider policies that limit rental conversion unless certain criteria are met. 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for condominium conversion and demolition.
005-11 Township of Scugog	<p>Responding to Discussion Question #11:</p> <ul style="list-style-type: none"> Scugog has not had much pressure from the public wanting to demolish the existing rental housing stock. The majority of units demolished in the Township are single detached dwellings. 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for condominium conversion and demolition.
005-12 Township of Scugog	<p>Responding to Discussion Question #12:</p> <ul style="list-style-type: none"> The Township appreciates the information received through the Region's study conducted by Ryerson University, which identified 29 Airbnb units within the Township. 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for short-term rentals.

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	<ul style="list-style-type: none"> • We support the Region continuing to monitor the effects of short-term rental units on the housing supply. • From a policy perspective, the Region should be cognizant that issues and opportunities related to short-term rental units vary depending on the local area municipality context and it may be difficult for the Region to develop policy language equally applicable to each local municipality. • In the northern municipalities where hotels and other accommodations are limited or non-existent, short-term rentals help to provide accommodations for visitors and tourists. The Township intends to develop policies and regulations regarding short-term rentals. 	
005-13 Township of Scugog	<p>Responding to Discussion Question #13:</p> <ul style="list-style-type: none"> • Currently tiny homes are treated as single detached dwellings in the Township’s Zoning By-law. Tiny homes must comply with all zoning provisions related to single detached dwellings and only one single detached dwelling is permitted on a lot. • Given recent changes to Provincial legislation and the inclusion of tiny homes within the “housing options” definition in the PPS, local municipalities will need to review their OPs and Zoning By-laws to determine how and where tiny homes fit within the municipality. • The Region could include some policy language encouraging tiny homes as affordable housing options. Area municipalities can then determine the appropriateness and implementation at the local level. • Township staff would encourage policy support that will facilitate innovative affordable housing initiatives, such as Durham Region Non-Profit Housing Corporation’s microhome pilot, which demonstrates a self-contained rental unit built from shipping containers. 	<ul style="list-style-type: none"> • Comments were considered by staff during the development of proposed policy directions for microhomes (also referred to as “tiny homes”).

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005-14 Township of Scugog	<p>Responding to Discussion Question #14:</p> <ul style="list-style-type: none"> The most appropriate locations to promote mid-rise apartments within Scugog would be within the Regional Centre / Main Central Area, as well as along arterial road corridors in Living Areas. Other locations may be identified through the Region’s Intensification Strategy. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding housing options. The Growth Management Study has assessed the appropriate location for mid-rise residential development through the Intensification Strategy.
005-15 Township of Scugog	<p>Responding to Discussion Question #15:</p> <ul style="list-style-type: none"> Policies could be added to the ROP that encourage a mix and range of housing options, including emergency shelters, affordable housing, special needs accommodations and group homes. The Region can promote these types of housing through the use of incentives, partnerships, community education and monitoring. Language can also be added with respect to the provision of human services within communities and the link between land use planning and the provision of human services. 	<ul style="list-style-type: none"> This comment was forwarded to the Finance Department and Housing Services Division, which prepared the following response: Consideration of a Regional Community Improvement Plan is occurring as a separate initiative concurrent with project outside of the MCR. A new Housing Services Development Charge was approved in the Region’s 2018 DC Study to provide funding for growth related capital costs for social and affordable housing (i.e. social housing provided by Durham Region Local Housing Corporation (DRLHC) or by a non-profit housing provider that receives ongoing subsidy from the Region of Durham and affordable housing provided by private or non-profit housing providers that receive capital funding through a federal and/or provincial government affordable housing program). In addition, it was noted that At Home in Durham, the Durham Housing Plan 2014-2024 supports greater housing choice for Durham residents, and

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		<p>recognizes the link between planning and the provision of human services and supports.</p> <ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding housing options and special needs housing.
<p>005-16 Township of Scugog</p>	<p>Responding to Discussion Question #16:</p> <ul style="list-style-type: none"> • With an aging population, it is important to consider the inclusion of policies related to providing accessible and affordable housing for persons with disabilities and for persons who may have mobility challenges, many of whom are seniors. • Policy support for accessible and senior-appropriate options, as well as “aging in place,” shared living and co-ownership options, should be included in the ROP. • Financial incentives, DC and tax relief mechanisms should be investigated to encourage an increase of senior housing options as incentives to the development community. 	<ul style="list-style-type: none"> • This comment was forwarded to the Finance Department, which prepared the following response: • Comments noted by staff and will be considered in next Development Charges Background Study review. • Consideration of a Regional Community Improvement Plan is occurring as a separate initiative concurrent with project outside of the MCR. This exercise may also consider the use of TIFs. • The Region of Durham, in partnership with Durham area municipalities, offers a property tax reassessment deferral program to eligible low-income seniors and persons with a disability. Under this program, eligible residential homeowners may be able to defer annual reassessment related property tax increases in excess of five per cent of \$100, on their personal residence. In addition, provincial legislation exempts eligible accessibility improvements from property taxes. • Comments also noted by Housing Services staff.

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		<ul style="list-style-type: none"> In addition, comments were considered by staff during the development of proposed policy directions for special needs housing.
005-17 Township of Scugog	Responding to Discussion Question #17: <ul style="list-style-type: none"> Shared living and co-ownership should be noted as viable housing options within the ROP, along with providing some guidance with respect to the various forms that it could take. Area municipalities can then determine the appropriateness and implementation at the local level. 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for shared living.
005-18 Township of Scugog	Responding to Discussion Question #18: <ul style="list-style-type: none"> Section 4 of the ROP, and particularly Policies 4.2.1 and 4.2.4 could be strengthened to support a mix and range of housing options, including affordable housing, shared living and co-ownership. Policies could be added that encourage building design that will facilitate conversion to provide additional housing units, such as secondary suites and encourage the construction of new rental units with a full mix and range of unit sizes, including family-sized and smaller units. The Region should consider adding policy language that encourages the use of innovative planning and financial tools at the local area municipality level to support the development and maintenance of non-profit and affordable housing. These tools could include a Tax Increment Equivalent Grant, waiving or deferring development charges, reduced parking requirements, inclusionary zoning, and community improvement plans. 	<ul style="list-style-type: none"> This comment was forwarded to the Finance Department and Housing Services Division, which prepared the following response: Consideration of a Regional Community Improvement Plan is occurring as a separate initiative concurrent with project outside of the MCR. Comments noted by staff and will be considered in next Development Charges Background Study review. Recent changes to the Development Charges Act, 1997 under Bill 108 and Regulation 454/19 provides relief for non-profit housing as follows: Development charges are deferred to occupancy and are paid in twenty-one equal installments over twenty years; If the housing development goes through site plan or zoning by-law amendment application, the development charge rates are frozen at the application stage.

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		<ul style="list-style-type: none"> • In addition, Regional Council has approved the allocation of \$14.5 M in federal, provincial and Regional funding and the use of Regionally-owned lands for the expedited development of 50 supportive housing units with an ancillary structure to provide a combination of support services and congregate living as well as a microhome pilot project. • The expedited development will incorporate modular, prefabricated housing construction. • Comments were considered by staff as part of the proposed policy directions regarding housing options, affordable housing and secondary units.
006-01 Town of Ajax	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> • The Region should continue to maintain the definitions for ‘affordable housing’, as it relates to rental housing to align with the PPS and Growth Plan, 2019. • Staff do not support the other affordability measures proposed in the Discussion Paper. • A potential improvement when calculating affordability based on the existing definition would be to determine affordability on ‘net income’, as this would be a true reflection of individual’s income. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding affordable housing. • Policy direction is for the ROP definition for affordable housing should be maintained to be consistent with the PPS.
006-02 Town of Ajax	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> • Staff are supportive of the Region continuing to maintain the definitions for ‘affordable housing’ as it relates to ownership housing, and ‘low to moderate income’ to align with the PPS and Growth Plan, 2019. • A potential improvement when calculating affordability is to adjust the definition of ‘Regional Market’. Currently, the 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding affordable housing. • Policy direction is for the ROP definition for affordable housing should be maintained to be consistent with the PPS.

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	<p>Region as a whole is used to determine the ‘Regional market’, which aligns with the Growth Plan policies.</p> <ul style="list-style-type: none"> ● Adjusting the ‘Regional market’ to smaller groupings of local municipalities, i.e. similar to those already used to determine rental vacancy rates, would be beneficial to determine what is affordable in the sub catchment areas. ● Adjusting definitions to reflect sub areas can help with programming across the Region as areas in the north can be very different when compared to the lakeshore municipalities. 	
<p>006-03 Town of Ajax</p>	<p>Responding to Discussion Question #3:</p> <ul style="list-style-type: none"> ● The Town supports the Region taking a more active role to increase the amount of affordable ownership units. Programs/policies that the Region could include: <ul style="list-style-type: none"> ○ Identifying surplus and/or underutilized land to provide affordable ownership and/or rental units and/or creating a policy and real estate acquisition plan to purchase closed school sites or undeveloped/surplus school sites for development of affordable housing; ○ Creation of a regional municipal development/real estate agency with a mandate to purchase sites and develop them for various types of affordable housing. This agency or the Region’s Housing Department would need to be the operators/managers of these developments to ensure continued affordability. ○ Leverage and supplement federal and provincial funding sources to further incentivize the development of affordable housing options through financial supports for co-op, non-profit, and other forms of shared/community living housing providers (e.g. co-housing communities); 	<ul style="list-style-type: none"> ● This comment was forwarded to the Housing Services Division, which prepared the following response: ● In November 2020, Regional Council approved a new Master Housing Strategy to operationalize and support the goals of At Home in Durham, the Durham Housing Plan 2014-2024. ● The Master Housing Strategy includes a wide-ranging review of the current housing system to ensure optimal utilization of Regional resources and alignment with local housing needs, including: <ul style="list-style-type: none"> ○ Revitalization of the Regionally owned Durham Regional Local Housing Corporation (DRLHC) portfolio, including the development of an evidence-based strategy to address maintenance, revitalization, regeneration (redevelopment) and disposal across the portfolio. ○ Review of public surplus lands and their potential social and community benefits. ○ New partnerships and incentives for affordable housing, including the

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Submission Number and Municipality	Comment/Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> ○ Encouraging through ROP policy reduced parking rates for affordable ownership housing that is constructed in SGAs; and ○ Encouraging streamlined approval processes at the Region, together with area municipalities, to deliver streamlined approval processes for affordable ownership (and rental) housing. ● The Town also encourages the Region to consider the above to aid in the increase of affordable rental housing options. 	<p>development of a Regional Community Improvement Plan (CIP).</p> <ul style="list-style-type: none"> ○ Review and modernization of the homelessness and emergency shelter system to reduce chronic homelessness to zero. ● Support for the preservation and modernization of community housing, including opportunities for more flexible partnerships and support for capital needs. ● Comments were considered by staff as part of the proposed policy directions regarding affordable housing. ● Comment noted by Transportation Planning staff.
006-04 Town of Ajax	<p>Responding to Discussion Question #4:</p> <ul style="list-style-type: none"> ● Research indicates that mixed-use areas tend to be less affordable when compared to the surrounding areas as a result of higher land values, resulting in higher rents/mortgages. <ul style="list-style-type: none"> ○ To combat this, the Region should consider increasing the affordable housing targets in specific geographic areas, such as SGAs. A similar approach has been used in the York Region OP, setting a target of 35% in Regional Centres. ● Targeting specific areas could also benefit from other planning tools, such as inclusionary zoning. Targeting inclusionary zoning and/or land acquisition in SGA's can help achieve the affordable housing targets. 	<ul style="list-style-type: none"> ● Comments were considered by staff as part of the proposed policy directions regarding affordable housing. ● It is recommended that the regional target be maintained with a higher target within Strategic Growth Areas.
006-05 Town of Ajax	<p>Responding to Discussion Question #5:</p> <ul style="list-style-type: none"> ● Town staff support the Region considering higher affordable housing targets within specific locations, such as SGAs (as noted above). 	<ul style="list-style-type: none"> ● Comments were considered by staff as part of the proposed policy directions regarding affordable housing.

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		<ul style="list-style-type: none"> It is recommended that the regional target be maintained with a higher target within Strategic Growth Areas.
006-06 Town of Ajax	<p>Responding to Discussion Question #6:</p> <ul style="list-style-type: none"> The Town would support policy recommending reduced parking requirements for accessory apartments located within SGAs (currently being considered through their comprehensive zoning by-law review). The approach may however have limited applicability, as the built form (i.e. apartments, stacked townhouses etc.) generally permitted and/or desired in intensification areas and/or areas served well by transit may not be conducive to secondary units. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding secondary units. Comment noted by Transportation Planning staff.
006-07 Town of Ajax	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> Section 4.3.9 f) of the ROP should be amended to remove the temporary use language, and permit granny flats/garden suites as permanent dwellings. 	<ul style="list-style-type: none"> Comments related to “garden suites”, as temporary use housing, were considered by staff during the development of proposed policy directions for secondary units.
006-08 Town of Ajax	<p>Responding to Discussion Question #8:</p> <ul style="list-style-type: none"> Lower-tier municipalities have limited capacity to manage/monitor Inclusionary Zoning (IZ) units after construction; and would rely on housing partners such as the Region and/or Ajax Municipal Housing Corporation to help. The concept presented in the discussion paper that the Regional housing corporation and/or non-profit housing providers may be able to purchase blocks of IZ units would be extremely beneficial. In order to support affordable housing throughout the Region, the ROP should include policies that encourage municipalities to introduce IZ policies in their respective Official Plans; while also encouraging the Regional Housing Corporation to 	<ul style="list-style-type: none"> Comments noted by Housing Services staff. Comments were considered by staff during the development of proposed policy directions for inclusionary zoning.

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	<p>establish a systematic process for acquiring and/or managing units established through IZ.</p>	
<p>006-09 Town of Ajax</p>	<p>Responding to Discussion Question #9:</p> <ul style="list-style-type: none"> • As the Region is geographically large, town staff do not foresee any issues continuing to combine certain area municipalities as part of the required three per cent vacancy rate. 	<ul style="list-style-type: none"> • Comments were considered by staff during the development of proposed policy directions for condominium conversion and demolition.
<p>006-10 Town of Ajax</p>	<p>Responding to Discussion Question #10:</p> <ul style="list-style-type: none"> • It is suggested that Section 4.3.4 of the ROP could be expanded to include criteria that must be satisfied prior to a rental conversion, including but not limited to: <ul style="list-style-type: none"> ○ Tenant relocation and assistance plan; ○ Replacement of rental housing stock, including replacing the size and type of units and/or a net increase in units if size/type requirements cannot be satisfied; and ○ Providing units that maintain rents similar to those in effect prior to the redevelopment. • Similar policy should be included in the ROP (as outlined in the discussion paper) that would permit redevelopment if determined to be the most viable option, such as dwelling unit repair costs exceeding rental income which and which result unsafe living conditions. 	<ul style="list-style-type: none"> • Comments were considered by staff during the development of proposed policy directions for condominium conversion and demolition. • Additional criteria proposed are from the City of Toronto’s rental conversion policies.
<p>006-11 Town of Ajax</p>	<p>Responding to Discussion Question #11:</p> <ul style="list-style-type: none"> • Encouraging municipalities to enact demolition control to preserve existing rental housing is a good approach to avoid pre-emptive demolition of rental housing units prior to a formal development application being submitted. 	<ul style="list-style-type: none"> • Comments were considered by staff during the development of proposed policy directions for condominium conversion and demolition.

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006-12 Town of Ajax	Responding to Discussion Question #12: <ul style="list-style-type: none"> The regulation of short-term rental housing should be left to the individual municipalities to regulate and does not need to be included in ROP. 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for short-term rentals.
006-13 Town of Ajax	Responding to Discussion Question #13: <ul style="list-style-type: none"> As the ROP already requires local municipalities to ensure that a variety of types, sizes and tenure of housing be provided, it could be argued that ‘tiny homes’ are already permitted in the ROP. Therefore, staff do not foresee a need to make policy changes to permit standalone ‘tiny homes’ in the ROP. The discussion paper identifies that tiny homes can also include ancillary structures, such as garden suites, granny flats, laneway houses, or converted detached garages. As outlined earlier, it is recommended that Section 4.3.9 f) of the ROP be amended to remove the ‘temporary use’ language, and permit granny flats/garden suites as permanent dwellings. 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for microhomes (also referred to as “tiny homes”). Comments on “garden suites”, as temporary use housing, were considered by staff during the development of proposed policy directions for secondary units.
006-14 Town of Ajax	Responding to Discussion Question #14: <ul style="list-style-type: none"> Mid-rise apartments, especially wood construction, are ideal to be located along Regional corridors served well by transit. Mid-rise apartments can also help promote a balanced approach to heritage conservation and intensification (e.g. by maintaining character within Heritage Conservation Districts, such as Pickering Village). 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding housing options. The Growth Management Study has assessed the appropriate location for mid-rise residential development through the Intensification Strategy.
006-15 Town of Ajax	Responding to Discussion Question #15: <ul style="list-style-type: none"> The Region should focus on programming that supports people with mental health concerns secure safe and affordable housing, such as leveraging and/or expanding upon federal and provincial funding opportunities to support non-profit groups/agencies that offer 	<ul style="list-style-type: none"> This comment was forwarded to the Housing Services Division, which prepared the following response: The Region supports a Housing First approach and provides funding to a number of community partners to both assist vulnerable households find

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	<p>housing/employment/social/medical supports for these individuals.</p> <ul style="list-style-type: none"> • Programs should also help individuals develop skills to live and work independently in a community. • Official Plans should ensure that special needs housing is permitted in all land use designations that permit residential uses, including ancillary support services. 	<p>housing, as well as provide supports to help retain housing.</p> <ul style="list-style-type: none"> • Representatives from Durham Region Social Services and Durham Region Health Department co-chair the new Health, Homelessness and Housing Committee to bring together health and homelessness supports. • Comments were considered by staff as part of the proposed policy directions regarding housing options, affordable housing and special needs housing.
<p>006-16 Town of Ajax</p>	<p>Responding to Discussion Question #16:</p> <ul style="list-style-type: none"> • The ROP should prioritize servicing in SGAs and encourage higher intensification targets (increase to 60% between 2031 and 2041) to support alternative forms of housing, such as apartments, secondary suites, and special needs housing (i.e. long term care, assisted living and independent retirement residence, etc.) and sizes of housing that support an aging population near existing services and facilities, such as the Lakeridge Health Ajax-Pickering Hospital. • Policy should be developed to encourage special needs housing that provides various levels of service so that seniors can age within the same community, or building (e.g. independent senior’s apartments, near or within the same building, as assisted care and long-term care units). • A policy that “promotes housing types that provide a continuum of care within a single campus or building, and could include independent living, assisted living, dementia care and long-term care” should be introduced into the ROP. 	<ul style="list-style-type: none"> • The Growth Management Study has evaluated the appropriate intensification target for the region through the Intensification Strategy. • Comments were considered by staff as part of the proposed policy directions regarding housing options, affordable housing and special needs housing.

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006-17 Town of Ajax	<p>Responding to Discussion Question #17:</p> <ul style="list-style-type: none"> • Section 4.2.1 of the Region’s OP already requires area municipal official plans to enable a wide variety of housing by type, size and tenure. This policy already promotes this type of living situation. • Additionally, the proposed Provincial definition of ‘Housing Options’ (ERO posting no. 019-0279, released July 2019) includes ‘co-ownership housing’ as a housing option. If the Region includes the definition of ‘housing option’, or variation thereof, this would expressly permit this type of housing. • The ROP could be amended to promote ‘co-housing’ as another form of shared living (refer to https://www.cohousing.ca/about-cohousing/what-is-cohousing/) 	<ul style="list-style-type: none"> • Comments were considered by staff during the development of proposed policy directions for shared living.
006-18 Town of Ajax	<p>Responding to Discussion Question #18:</p> <ul style="list-style-type: none"> • To promote affordability, smaller and more diverse forms of housing are needed within Durham. “Missing middle” housing, often identified as types of housing between detached dwellings and mid-rise apartments, such as town houses, duplexes, triplexes, walk-up apartments, etc. should be a component of this diverse mix. • It would be beneficial to encourage, and list, other types of housing within living areas (sub-section 8B) in the ROP. For example, encouraging municipalities to promote purpose-built duplexes, triplexes, and walk-up apartments within plans of subdivisions can help provide people of all socio-economic status and family types with the ability to find suitable housing. • Additionally, the ROP could have policies that ensure SGAs and other mixed-use areas have family sized units in multi-unit buildings. An example policy to help achieve this is the 	<ul style="list-style-type: none"> • Comments were considered by staff during the development of proposed policy directions for housing options and affordable housing.

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	<p>following City of Toronto’s Downtown Plan policies (section 11.1):</p> <ul style="list-style-type: none"> ○ To achieve a balanced mix of unit types and sizes, and support the creation of housing suitable for families, development containing more than 80 new residential units will include: <ul style="list-style-type: none"> ● a minimum of 15 per cent of the total number of units as 2-bedroom units; ● a minimum of 10 per cent of the total number of units as 3-bedroom units; ● an additional 15 per cent of the total number of units will be a combination of 2-bedroom and 3-bedroom units, or units that can be converted to 2 and 3 bedroom units through the use of accessible or adaptable design measures. 	
007-01 Township of Brock	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> ● The definition for affordable rental housing is appropriate, but it should be based on each municipality’s average income levels to ensure that “affordable” is as locally applicable as possible. ● Additionally, the amount of \$2200 that is currently being used as the average rental cost of a one-bedroom rental unit in Brock needs to be confirmed as accurate. 	<ul style="list-style-type: none"> ● Comments were considered by staff as part of the proposed policy directions regarding affordable housing. ● Policy direction is for the ROP definition for affordable housing should be maintained to be consistent with the PPS.
007-02 Township of Brock	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> ● The definition for affordable ownership housing is appropriate, but it should be based on each municipality’s average income levels to ensure that “affordable” is as locally applicable as possible. ● The benchmark of \$407,667 is not an accurate representation of Brock’s level of affordability if Brock’s average income is used. 	<ul style="list-style-type: none"> ● Comments were considered by staff as part of the proposed policy directions regarding affordable housing. ● Policy direction is for the ROP definition for affordable housing should be maintained to be consistent with the PPS.

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007-03 Township of Brock	Responding to Discussion Question #3: <ul style="list-style-type: none"> • The Region should take a more active role to increase affordable ownership options, where possible. • Policy support and incentive tools at the Regional level should be investigated. 	<ul style="list-style-type: none"> • This comment was forwarded to the Finance Department and the Housing Services Division, which prepared the following response: • Consideration of a Regional Community Improvement Plan is occurring as a separate initiative concurrent with project outside of the MCR. • Comments noted by staff and will be considered in next Development Charges Background Study review. • In addition, the Region has partnered with Habitat for Humanity Durham (HHD) to provide provincial-funded down payment assistance for eligible low-income homeowners. • Durham also defers Regional fees and charges (including connection fees/charges and development charges) until each unit is ready for occupancy. • The Region has supported the development of affordable home ownership through DC deferral (Trillium Housing Non-Profit) – see Report #2019-F-50. • Comments were also considered by staff as part of the proposed policy directions regarding affordable housing.
007-04 Township of Brock	Responding to Discussion Question #4: <ul style="list-style-type: none"> • The targets for affordable housing should be based on individual municipality need and updated on a 5-year policy review schedule to ensure targets are being met, and to assess current need. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding affordable housing.

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007-05 Township of Brock	Responding to Discussion Question #7: <ul style="list-style-type: none"> • The Township does not perceive any current barriers to building second units as the provincial direction is clear on allowing such units. • Until such time as the impact to servicing from this relatively new direction is understood, it seems prudent to monitor the number and location of secondary units being built. 	<ul style="list-style-type: none"> • Comments were considered by staff during the development of proposed policy directions for secondary units.
007-06 Township of Brock	Responding to Discussion Question #9: <ul style="list-style-type: none"> • Durham should continue to combine the vacancy rates for rental conversion considerations, as the grouping is more representative of local conditions and rates. 	<ul style="list-style-type: none"> • Comments were considered by staff during the development of proposed policy directions for condominium conversion and demolition.
007-07 Township of Brock	Responding to Discussion Question #12: <ul style="list-style-type: none"> • There have not been significant impacts from short-term rental housing in Brock, therefore policies in the ROP are not necessary at this time. • However, the recommendation for consistent monitoring is supported. 	<ul style="list-style-type: none"> • Comments were considered by staff during the development of proposed policy directions for short-term rentals.
007-08 Township of Brock	Responding to Discussion Question #13: <ul style="list-style-type: none"> • On a temporary or trial basis, tiny homes should be investigated as a viable solution to affordable housing issues. • The Region should support the Durham Non-Profit Housing Corporation’s initiative in Oshawa, currently testing the viability of tiny homes. • Given there is inclusion of tiny homes in the provincial definition of “housing options”, municipalities should be encouraged to review their by-law provisions to determine how and where tiny homes would fit their community fabric, as well as address local housing issues. 	<ul style="list-style-type: none"> • Comments were considered by staff during the development of proposed policy directions for housing options and microhomes (also referred to as “tiny homes”).

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007-09 Township of Brock	Responding to Discussion Question #14: <ul style="list-style-type: none"> Mid-rise apartments could be appropriately located in rural Regional Centres and living areas. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding housing options. The Growth Management Study has assessed the appropriate location for mid-rise residential development through the Intensification Strategy.
007-10 Township of Brock	Responding to Discussion Question #15: <ul style="list-style-type: none"> Policies explicitly recognizing the challenges for people with mental health concerns for securing safe and affordable housing should be included in the Regional OP. Additionally, a collaborative effort between the Region, non-profit housing, mental health organizations and municipalities to encourage collaborative solutions should be investigated. 	<ul style="list-style-type: none"> This comment was forwarded to the Housing Services Division, which prepared the following response: The Region supports a Housing First approach and provides funding to a number of community partners to both assist vulnerable households find housing, as well as provide supports to help retain housing. Representatives from Durham Region Social Services and Durham Region Health Department co-chair the new Health, Homelessness and Housing Committee to bring together health and homelessness supports. Comments were considered by staff as part of the proposed policy directions regarding housing options, affordable housing and special needs housing.
007-11 Township of Brock	Responding to Discussion Question #16: <ul style="list-style-type: none"> Consideration should be given to allowing certain types of senior residences/care homes to locate within Employment Areas, Policy support for creative, accessible, senior-appropriate options should be included in the ROP. 	<ul style="list-style-type: none"> This comment was forwarded to the Finance Department, which prepared the following response: Comments noted by staff and will be considered in next Development Charges Background Study review. Consideration of a Regional Community Improvement Plan is occurring as a separate

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Submission Number and Municipality	Comment/Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> Financial incentives, DC and tax relief mechanisms should be investigated to encourage an increase of senior housing options as incentives to the development community. 	<p>initiative concurrent with project outside of the MCR. This exercise may also consider the use of TIFs.</p> <ul style="list-style-type: none"> The Region of Durham, in partnership with Durham area municipalities, offers a property tax reassessment deferral program to eligible low-income seniors and persons with a disability. Under this program, eligible residential homeowners may be able to defer annual reassessment related property tax increases in excess of five per cent of \$100, on their personal residence. In addition, provincial legislation exempts eligible accessibility improvements from property taxes. Comments were considered by staff as part of the proposed policy directions regarding housing options, affordable housing and special needs housing.
007-12 Township of Brock	<p>Responding to Discussion Question #17:</p> <ul style="list-style-type: none"> Shared living should be noted as a viable housing option within the ROP. Area municipalities can then determine the appropriateness and implementation mechanisms locally. 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for shared living.
007-13 Township of Brock	<p>Responding to Discussion Question #18:</p> <ul style="list-style-type: none"> Policy 4.2.4 of the existing ROP should be modified to require at least 25% of all new residential units produced within each area municipality, to be affordable to low and moderate income households based on the area municipal “affordable rental housing rate” and “affordable home ownership rate”. <ul style="list-style-type: none"> It is suggested that these “rates” get established and then updated every 5 years for each municipality. This 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for housing options and affordable housing.

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	<p>information can be released to municipalities when the information from policy 4.3.7 directing the Region to regularly monitor the housing market is provided.</p> <ul style="list-style-type: none"> • Add a policy requiring the establishment of “affordable rental housing rate” and “affordable home ownership rate” based on appropriate municipal groupings. These groupings should be determined in consultation with the area municipalities. 	
008-01 City of Pickering	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> • Staff recommend that the Region maintain its definition of affordable rental housing to be consistent with the Provincial Policy Statement and other municipalities in the Greater Toronto and Hamilton Area, and for the purpose of monitoring and comparability. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding affordable housing. • Policy direction is for the ROP definition for affordable housing should be maintained to be consistent with the PPS.
008-02 City of Pickering	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> • Staff recommend that the Region maintain its definition of affordable ownership housing to be consistent with the Provincial Policy Statement and other municipalities in the Greater Toronto and Hamilton Area and for the purpose of monitoring and comparability. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding affordable housing. • Policy direction is for the ROP definition for affordable housing should be maintained to be consistent with the PPS.
008-03 City of Pickering	<p>Responding to Discussion Question #3:</p> <ul style="list-style-type: none"> • Staff recommend that the Region take a more active role to increase affordable ownership housing, as well as increase rental housing options, the amount of purpose-built rental housing, and the diversity of housing types within the region. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding affordable housing.
008-04 City of Pickering	<p>Responding to Discussion Questions #4 and #5:</p> <ul style="list-style-type: none"> • Staff recommend that the Region include policies in the ROP that generally support higher targets for affordable housing within Strategic Growth Areas and other appropriate areas as defined by the local municipality. 	<ul style="list-style-type: none"> • This comment was forwarded to the Finance Department and the Housing Services Division, which prepared the following response: • Consideration of a Regional Community Improvement Plan is occurring as a separate

Housing Policy Planning Discussion Paper Submissions – Municipal Comments

Submission Number and Municipality	Comment/Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> • Further, staff recommends that the Region provide greater support and encouragement for the development of local housing strategies which can address the local municipal context and aid in achieving the Region’s goals and objectives for increasing the supply of affordable housing. • In addition, staff recommend that the Region encourage area municipalities to explore the use of a full suite of incentives and policy tools, such as financial incentives, Development Charge/Community Benefits Charge By-laws, reduced parking requirements, expedited development applications, and donation of surplus lands, through local housing strategies in order to achieve affordable housing targets. 	<p>initiative concurrent with project outside of the MCR.</p> <ul style="list-style-type: none"> • Comments noted by staff and will be considered in next Development Charges Background Study review. • In addition, At Home in Durham, the Durham Housing Plan 2014- 2024 has committed to the initiation of 1,000 new affordable housing units over the next five year. • In November 2020, Regional Council approved a new Master Housing Strategy to ensure optimal utilization of Regional resources and alignment with local housing needs, including: <ul style="list-style-type: none"> ○ Revitalization of the Regionally owned Durham Regional Local Housing Corporation (DRLHC) portfolio, including the development of an evidence-based strategy to address maintenance, revitalization, regeneration (redevelopment) and disposal across the portfolio. ○ Review of public surplus lands and their potential social and community benefits. ○ New partnerships and incentives for affordable housing, including the development of a Regional Community Improvement Plan (CIP). ○ Review and modernization of the homelessness and emergency shelter system to reduce chronic homelessness to zero. • Support for the preservation and modernization of community housing, including opportunities for

Housing Policy Planning Discussion Paper Submissions – Municipal Comments

Submission Number and Municipality	Comment/Description of Submission	Regional Staff Response
		more flexible partnerships and support for capital needs.
008-05 City of Pickering	<p>Responding to Discussion Question #6:</p> <ul style="list-style-type: none"> • Staff recommend that the Region encourage area municipalities to consider reducing parking requirements for second units located in areas well served by transit. • Further, staff recommends that ROP policies should be updated to reflect the <i>More Homes, More Choice Act</i> changes to permit secondary units in a detached, semi-detached or row house, as well as in a building or structure ancillary to a detached house, semi-detached or row house and allow detached secondary units in rural areas. • Permission for detached secondary units in rural areas will depend on the capacity of well and septic systems. 	<ul style="list-style-type: none"> • Comments were considered by staff during the development of proposed policy directions for secondary units. • Comment noted by Transportation Planning staff.
008-06 City of Pickering	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> • As an observation in Pickering, it is noted that much of the recent construction has been in the form of townhouses with no basements, and stacked townhomes. These unit types and associated small lot sizes are less conducive to adding secondary suites than detached or semi detached dwellings with basements. 	<ul style="list-style-type: none"> • Comments noted by staff.
008-07 City of Pickering	<p>Responding to Discussion Question #8:</p> <ul style="list-style-type: none"> • Staff recommend that if the Region includes policies on inclusionary zoning in the ROP, these policies be encouraging in nature, enabling the local area municipalities to determine the appropriateness of where and when to use the tool. 	<ul style="list-style-type: none"> • Comments were considered by staff during the development of proposed policy directions for inclusionary zoning.

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Submission Number and Municipality	Comment/Description of Submission	Regional Staff Response
008-08 City of Pickering	Responding to Discussion Question #9: <ul style="list-style-type: none"> Staff recommend that the Region report on vacancy rates for each municipality individually (rather than combining Ajax and Pickering), if possible, to allow each municipality to better address the specific needs of their own community. 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for condominium conversion and demolition.
008-09 City of Pickering	Responding to Discussion Question #10: <ul style="list-style-type: none"> Staff recommend that the Region consider strengthening the rental to ownership housing conversion policies in the ROP to help protect existing affordable rental housing. 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for condominium conversion and demolition.
008-10 City of Pickering	Responding to Discussion Question #11: <ul style="list-style-type: none"> Staff support the inclusion of policies in the ROP that encourage municipalities to use tools, such as a demolition control by-law, to preserve existing affordable rental housing especially in certain locations such as Strategic Growth Areas or areas in proximity to transit where existing rental housing may be older and therefore more susceptible to demolition and redevelopment. 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for condominium conversion and demolition.
008-11 City of Pickering	Responding to Discussion Question #12: <ul style="list-style-type: none"> Staff recommend that the Region develop a monitoring framework for short-term rentals to assess the impact of short-term rental housing in Durham. Further, staff recommend that the Region consult with local municipalities and economic development and business groups prior to the inclusion of policies addressing short-term rentals in the ROP. 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for short-term rentals.
008-12 City of Pickering	Responding to Discussion Question #13: <ul style="list-style-type: none"> Staff recommend that the Region consider including a clear definition of “tiny home” that contemplates size, mobility, servicing needs, and the similarities and differences compared to modular homes, prefabricated small homes, and mobile homes. 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for microhomes (also referred to as “tiny homes”).

Housing Policy Planning Discussion Paper Submissions – Municipal Comments

Submission Number and Municipality	Comment/Description of Submission	Regional Staff Response
008-13 City of Pickering	<p>Responding to Discussion Question #14:</p> <ul style="list-style-type: none"> • Staff recommend that the Region enable local municipalities to determine the appropriate locations for mid-rise development through local intensification studies, secondary plans, and through the evaluation of site-specific development proposals to ensure that the local context is suitably addressed. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding housing options. • The Growth Management Study has assessed the appropriate location for mid-rise residential development through the Intensification Strategy.
008-14 City of Pickering	<p>Responding to Discussion Question #15:</p> <ul style="list-style-type: none"> • Staff recommend that the Region support people with mobility and mental health challenges to secure safe and affordable housing and maintain tenancies by: <ul style="list-style-type: none"> ○ continuing to ensure collaboration among housing, health, and social services departments and agencies; ○ continuing to promote the development of supportive housing, semi-independent living, subsidized housing, transitional housing, etc., and ○ ensuring affordable and special needs housing is located in close proximity to community supports • Further, staff recommend that the Region elaborate on the meaning of “special needs groups” as referred to in Section 4.3.6 of the ROP. • Also, staff recommends that the Region continue exploring the issue of supporting people with mobility and mental health challenges through the development of the Region’s Community Safety and Well-being Plan and Comprehensive Master Housing Strategy. 	<ul style="list-style-type: none"> • Comments noted by Housing Services staff. • Representatives from Durham Region Social Services and Durham Region Health Department co-chair the new Health, Homelessness and Housing Committee to bring together health and homelessness supports.
008-15 City of Pickering	<p>Responding to Discussion Question #16:</p> <ul style="list-style-type: none"> • Staff recommend that the Region: <ul style="list-style-type: none"> ○ continue to support and partner with other levels of government to promote and provide affordable rental housing; and 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding age-friendly planning and special needs housing.

Housing Policy Planning Discussion Paper Submissions – Municipal Comments

Submission Number and Municipality	Comment/Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> ○ include policies in the ROP that address the provision of adequate and locationally appropriate long-term care facilities that will meet the current and future needs within the Region. ● Further, staff recommend that the Region support the needs of an aging population by including policies in the ROP that reflect the direction, goals and objectives contained in the Age-Friendly Durham Strategy and Action Plan, including: <ul style="list-style-type: none"> ○ providing opportunities for affordable, assisted housing options and encouraging development that complements the concept of “aging in place”; ○ addressing accessibility needs and age-friendly design within the built environment; and ○ ensuring that active and passive recreational facilities, and community and health services are available for the aging population. 	
008-16 City of Pickering	Responding to Discussion Question #17: <ul style="list-style-type: none"> ● Staff recommend that the Region include a definition of “co-ownership housing” in the ROP and include policies that enable municipalities to address this type of housing in a local and context-specific manner. 	<ul style="list-style-type: none"> ● Comments were considered by staff during the development of proposed policy directions for shared living.
008-17 City of Pickering	Responding to Discussion Question #18: <ul style="list-style-type: none"> ● Staff recommend that, in support of the development of diverse and affordable housing options, the Region: <ul style="list-style-type: none"> ○ communicate and work with developers on funding and other incentives that are available to address the Region’s housing needs; ○ include housing policies that support affordability through reduced energy costs from a climate change and resiliency lens; and 	<ul style="list-style-type: none"> ● This comment was forwarded to the Finance Department and the Housing Services Division, which prepared the following response: ● Recent changes to the Development Charges Act, 1997 under Bill 108 and Regulation 454/19 provides relief for non-profit housing as follows: ● Development charges are deferred to occupancy and are paid in twenty-one equal installments over twenty years;

Housing Policy Planning Discussion Paper Submissions – Municipal Comments

Submission Number and Municipality	Comment/Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> ○ strengthen policies to incentivize the delivery of seniors, affordable, and/or accessible housing (which could include Community Improvement Plans; deferral or waiving of development charges). 	<ul style="list-style-type: none"> ● If the housing development goes through site plan or zoning by-law amendment application, the development charge rates are frozen at the application stage. ● Comments noted by staff and will be considered in next Development Charges Background Study review. ● In addition, in November 2020, the Region approved a comprehensive Master Housing Strategy that will in part explore new partnerships and incentives for affordable housing, including the development of a Regional Community Improvement Plan.
009-01 Town of Whitby	<p>Responding to Discussion Question #1:</p> <ul style="list-style-type: none"> ● The Region should maintain the current definition of affordable rental housing, consistent with the PPS. ● More detailed affordability measures, including those that may align with what other GTHA municipalities have used, could be further considered in the Region’s Housing Plan, such as different affordability thresholds and potential forms of support for rental housing. 	<ul style="list-style-type: none"> ● Comments were considered by staff as part of the proposed policy directions regarding affordable housing. ● Policy direction is for the ROP definition for affordable housing should be maintained to be consistent with the PPS.
009-02 Town of Whitby	<p>Responding to Discussion Question #2:</p> <ul style="list-style-type: none"> ● For the purposes of the ROP, the Region should maintain a definition of affordable ownership housing that is consistent with PPS and Growth Plan. ● More detailed affordability measures could be further considered in the Region’s Housing Plan, such as different affordability thresholds and potential forms of support, and to assist in providing a broader range of affordable housing ownership options, and not just meeting a singular affordability threshold test. 	<ul style="list-style-type: none"> ● Comments were considered by staff as part of the proposed policy directions regarding affordable housing. ● Policy direction is for the ROP definition for affordable housing should be maintained to be consistent with the PPS. ● In addition, changes to the Region’s monitoring framework are being considered.

Housing Policy Planning Discussion Paper Submissions – Municipal Comments

Submission Number and Municipality	Comment/Description of Submission	Regional Staff Response
009-03 Town of Whitby	<p>Responding to Discussion Question #3:</p> <ul style="list-style-type: none"> The Region should continue its work on the Region-wide Community Improvement Plan to address affordable housing. In consultation with local area municipalities, the Region should consider enabling policies for key central areas (e.g. Regional Centres, Intensification Corridors, MTSAs, mixed use areas) that would support appropriate density and reduced parking requirements, in conjunction with affordable transit service (i.e. combinations of incentives). The Region could also consider other enabling policies, such as requiring certain development applications (e.g. plans of subdivision; high density residential) to include an affordability rationale within their Planning Justification Reports. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding affordable housing. Transportation Demand Management (TDM) policy directions, beyond those focused on Smart Commute in the current ROP, are proposed. These policy directions propose encouraging use of transit and active transportation through programming and development review, and support for parking and zoning by-law updates by the area municipalities, including a Regional parking strategy direction to support SGAs.
009-04 Town of Whitby	<p>Responding to Discussion Question #4:</p> <ul style="list-style-type: none"> Whitby staff inquired whether the current targets being regularly monitored by the Region. An analysis of current targets would help determine if they should be increased or decreased for Durham and how the Region could support local area municipalities with implementation and measurement. Targets should be targets only. There should be sufficient flexibility in ROP policies to allow for appropriate development approvals at the local level. For example, even though a project may not meet a minimum prescribed 'target', it might be the most appropriate development given the local context. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding affordable housing. It is recommended that the regional target be maintained with a higher target within Strategic Growth Areas. In addition, changes are being considered for the Region's monitoring and reporting framework for affordable housing.
009-05 Town of Whitby	<p>Responding to Discussion Question #5:</p> <ul style="list-style-type: none"> Comments provided in Question #4 (above) also apply to whether higher affordable housing targets should be considered within specific locations. In addition, the Region should consult with local area municipalities to consider appropriate affordable housing targets in central areas and corridors where there is 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding affordable housing. It is recommended that the regional target be maintained with a higher target within Strategic Growth Areas. Comment noted by Transportation Planning staff.

Housing Policy Planning Discussion Paper Submissions – Municipal Comments

Submission Number and Municipality	Comment/Description of Submission	Regional Staff Response
	appropriate density, reduced parking requirements, and affordable transit service.	
009-06 Town of Whitby	<p>Responding to Discussion Question #6:</p> <ul style="list-style-type: none"> • The Region should encourage reduced parking requirements for second units in proximity to transit routes (i.e. Regional Corridors). • To support implementation, the Region should also provide for improved transit service to facilitate less auto-dependency. • The Town will be reviewing this matter through the Town’s Comprehensive Zoning By-law Update, and in conformity with recent changes to the Planning Act. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding secondary units. • Comment noted by Transportation Planning staff.
009-07 Town of Whitby	<p>Responding to Discussion Question #7:</p> <ul style="list-style-type: none"> • The Region should consider enabling policies to be implemented through local Official Plans that can reduce barriers related to requirements for parking and zoning (e.g. reduce floor space, frontage requirements, parking configuration requirements, etc.). • Such policies could focus on central/intensification areas that are walkable, have a high concentration of services and are well served by transit. 	<ul style="list-style-type: none"> • Comments were considered by staff during the development of proposed policy directions for secondary units. • Transportation Demand Management (TDM) policy directions, beyond those focused on Smart Commute in the current ROP, are proposed. • These policy directions propose encouraging use of transit and active transportation through programming and development review, and support for parking and zoning by-law updates by the area municipalities, including a Regional parking strategy direction to support SGAs.
009-08 Town of Whitby	<p>Responding to Discussion Question #8:</p> <ul style="list-style-type: none"> • The More Homes, More Choice Act, 2019 (Bill 108) limits the use of inclusionary zoning to MTSAs or where there is a development permit system in place. • Inclusionary Zoning should be at the discretion of the lower-tier municipality. 	<ul style="list-style-type: none"> • Comments were considered by staff during the development of proposed policy directions for inclusionary zoning. • Comment noted by Transportation Planning staff.

Housing Policy Planning Discussion Paper Submissions – Municipal Comments

Submission Number and Municipality	Comment/Description of Submission	Regional Staff Response
	<ul style="list-style-type: none"> The Region should only consider including policies in the ROP that, if an area municipality chose to implement at the local level, would support the development of affordable housing in certain areas. Examples include those mentioned in many of the comments above, as well as through a Community Benefit Charges by-law. 	
009-09 Town of Whitby	Responding to Discussion Question #9: <ul style="list-style-type: none"> The Region should continue to combine certain area municipalities as part of the three per cent vacancy rate for rental conversion to reflect regional rental demand and ensure an even distribution of conversions across Durham, which is consistent with the historic, and current, monitoring of CMA vacancy rates. 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for condominium conversion and demolition.
009-10 Town of Whitby	Responding to Discussion Question #10: <ul style="list-style-type: none"> The Region could consider an enabling policy to be implemented through local Official Plans to permit rental conversions where certain criteria must be met. Criteria should be developed in consultation with local area municipalities, so that local context is taken into consideration, and not just regional vacancy rates. The Region could also consider a no-net-loss policy so that loss of rental housing is replaced elsewhere. 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for condominium conversion and demolition.
009-11 Town of Whitby	Responding to Discussion Question #11: <ul style="list-style-type: none"> The Region could consider undertaking a region-wide study on demolition control by-laws for preserving rental housing as part of the Region’s Housing Plan review, which could then provide a rationale and recommendations for local implementation. 	<ul style="list-style-type: none"> Comments were considered by staff during the development of proposed policy directions for condominium conversion and demolition.

Housing Policy Planning Discussion Paper Submissions – Municipal Comments

Submission Number and Municipality	Comment/Description of Submission	Regional Staff Response
009-12 Town of Whitby	<p>Responding to Discussion Question #12:</p> <ul style="list-style-type: none"> • The Town is currently reviewing short-term rental matters and anticipate reporting to Council shortly. Additional input will be provided at that time. • The Region could consider enabling ROP policies; however, short-term rental housing is a local area municipal issue for each lower-tier to determine if/when stronger regulation may be required. • Some short-term rental housing supports tourism/recreation businesses, particularly in municipalities that do not have many hotels or other short-term lodging options for visitors. • While short-term rentals are not yet a significant share of the Durham housing market (as indicated in the Discussion Paper), the effect of short-term rental units on the affordable rental and housing supply should continue to be monitored. 	<ul style="list-style-type: none"> • Comments were considered by staff during the development of proposed policy directions for short-term rentals.
009-13 Town of Whitby	<p>Responding to Discussion Question #13:</p> <ul style="list-style-type: none"> • The Region should provide enabling policies for intensification areas that are walkable and/or served well by transit and provide access to other services, but this does not have to be specifically related to 'tiny homes'. • Tiny Homes are a relatively recent marketing concept, and have yet to be fully defined through area municipal Zoning By-laws. • ROP policy should be framed around encouraging a wide variety housing options, which could include laneway housing, garden suites, or other types of permitted ancillary dwelling units. • Although tiny homes are an additional option, tiny homes are not necessarily affordable (i.e. if the underlying parcel is not affordable). 	<ul style="list-style-type: none"> • Comments were considered by staff during the development of proposed policy directions for housing options and microhomes (also referred to as "tiny homes").

Housing Policy Planning Discussion Paper Submissions – Municipal Comments

Submission Number and Municipality	Comment/Description of Submission	Regional Staff Response
009-14 Town of Whitby	<p>Responding to Discussion Question #14:</p> <ul style="list-style-type: none"> • The most appropriate locations to build mid-rise apartments are in intensification areas and along intensification corridors, so that they are served by transit and offer access to a range of services, and as an option to provide a transition from stable/established/heritage neighbourhoods to medium/higher density hi-rise apartments. However, a “mid-rise” development within an Urban Growth Centre may not be considered mid-rise in other Regional Centres; as a result, local context is critical. • Mid-rise housing should be considered as part of complete neighbourhoods to allow for a mix of housing types and affordable units, which also provides options for residents to down-size to smaller housing types at different life stages, while remaining in their immediate community. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding housing options. • The Growth Management Study has assessed the appropriate location for mid-rise residential development through the Intensification Strategy.
009-15 Town of Whitby	<p>Responding to Discussion Question #15:</p> <ul style="list-style-type: none"> • Matters associated with supportive housing are perhaps a consideration for the Region’s Housing Plan and/or Seniors and Affordable Housing Task Force, but are not necessarily an ROP policy matter (i.e. housing policies are intended for all groups, including all special needs) 	<ul style="list-style-type: none"> • Comments noted by Housing Services staff. • Comments were considered by staff as part of the proposed policy directions regarding special needs housing.
009-16 Town of Whitby	<p>Responding to Discussion Question #16:</p> <ul style="list-style-type: none"> • As noted above, increasing housing options specifically for seniors is perhaps a matter for consideration through the Region’s Housing Plan and/or Seniors and Affordable Housing Task Force, and not necessarily a ROP policy matter. • The Region should provide high-level policies that encourage local area municipalities to provide housing options for seniors, including: <ul style="list-style-type: none"> ○ directing housing for seniors to centres and corridors so that they are in proximity to transit routes, community and 	<ul style="list-style-type: none"> • Comments noted by Housing Services staff. • Comments were considered by staff as part of the proposed policy directions regarding special needs housing.

Housing Policy Planning Discussion Paper Submissions – Municipal Comments

Submission Number and Municipality	Comment/Description of Submission	Regional Staff Response
	<p>medical facilities, open space and recreational facilities, and commercial areas that provide ease of access to required support services; and</p> <ul style="list-style-type: none"> ○ providing a mix of housing types, such as those mentioned in response to Discussion Question #14 to allow seniors to age in place. 	
009-17 Town of Whitby	<p>Responding to Discussion Question #17:</p> <ul style="list-style-type: none"> ● The Region could consider enabling policies for shared living housing to encourage more options for affordable home ownership. 	<ul style="list-style-type: none"> ● Comments were considered by staff during the development of proposed policy directions for shared living.

Legend of Discussion Questions

Number	Discussion Question
1.	Should the Region maintain its definition for affordable rental housing to be consistent with other municipalities in the GTHA and the PPS?
2.	Should the Region maintain its definition for affordable ownership housing to be consistent with other GTHA municipalities?
3.	Should the Region take a more active role to increase affordable home ownership options?
4.	Should the Region consider increasing or decreasing its affordable housing targets?
5.	Should Durham consider higher affordable housing targets within specific locations, such as within Strategic Growth Areas that are near key transit corridors?
6.	Should the ROP encourage municipalities to reduce parking requirements for second units in areas that are well served by transit?
7.	What other barriers should be removed to make it easier to build second units, such as basement apartments?
8.	Should the ROP include policies on inclusionary zoning?
9.	Should Durham continue to combine certain area municipalities as a part of its required three per cent vacancy rate for rental conversion?
10.	Should Durham consider reviewing its rental conversion policies to consider exceptions under certain circumstances?
11.	Should the ROP encourage municipalities to enact demolition control by-laws to preserve existing rental housing?
12.	Should the ROP include policies regarding the regulation of short-term rental housing?
13.	Should the Region encourage the development of tiny homes to enable more affordable housing options? If so, where?

Housing Policy Planning Discussion Paper Submissions – Municipal Comments

14.	Where are the most appropriate locations to build mid-rise apartments in Durham?
15.	What should the Region do to help people with mental health concerns secure safe and affordable housing?
16.	What policies should the Region consider within the ROP to increase housing options for seniors?
17.	Should the Region have a role in helping to facilitate shared living housing?
18.	What ROP policies should be strengthened to support the development of diverse housing options including affordable housing?

Housing Policy Planning Discussion Paper Submissions – Public Comments

Submission Number and Name	Description of Submission	Regional Staff Response
001-01 Ann Dulhanty, The Spiders Edge (Oshawa)	<ul style="list-style-type: none"> • Suggestion that significant consideration be given to adaptive reuse of heritage properties in Durham Region to address various housing issues in the Region. • Many heritage properties are large and may be able to house a few families in some sort of shared facility arrangement. Other heritage properties may be large industrial buildings, which could be converted to multi-unit, high density housing. • The Genosha Hotel stands as a shining example of this sort of adaptive reuse, where a heritage property with significant historical significance to the City of Oshawa was renovated to mixed residential apartments and commercial units. 	<ul style="list-style-type: none"> • Comments were considered by staff during the development of proposed policy directions related to adaptive re-use. • Proposed policy directions presented for consultation include promotion of building conservation and adaptive reuse, including the recycling of building materials.
002-01 Christine Gilmet	<p>Responding to Discussion Question #13:</p> <ul style="list-style-type: none"> • Tiny Homes should be a viable housing option for residents and have the potential to offer many household and community benefits, such as reducing energy use, household bills and waste. • Tiny Home communities are unlikely to exacerbate existing municipal services, including emergency services such as fire, and could contribute to innovative municipal initiatives associated with “Smart Cities” and emergency accommodations. 	<ul style="list-style-type: none"> • Comments were considered by staff during the development of proposed policy directions for microhomes (also referred to as “tiny homes”).
003-01 The Dorsay Team, on behalf of: Dorsay Development Corporation (Dorsay)	<ul style="list-style-type: none"> • In order to understand whether the 25% target for all new housing to be affordable is appropriate, the Region should undertake a demand assessment for affordable housing to understand the current shortfall, and future demand. • This assessment will also assist the Region in understanding the demand by each lower-tier municipality and determine the needs of the current and future residents. 	<ul style="list-style-type: none"> • Comments were considered by staff as part of the proposed policy directions regarding affordable housing.

Housing Policy Planning Discussion Paper Submissions – Public Comments

Submission Number and Name	Description of Submission	Regional Staff Response
003-02 Dorsay	<ul style="list-style-type: none"> The Region should consider undertaking a financial impact assessment in order to quantify the development economics of developing affordable housing in Durham Region. This would allow the Region to identify incentives needed in the market to deliver affordable housing. This understanding would assist developers, local municipalities and corporate budgetary decision makers, and would help connect land use policies with the economics of developing affordable housing. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding affordable housing and inclusionary zoning.
003-03 Dorsay	<ul style="list-style-type: none"> Although the ROP is focused on land use policies, the Region needs to clearly outline its role in delivering and maintaining affordable housing along with the role of other stakeholders and partners. A greater understanding of how affordable housing will be successfully delivered, how incentives will be applied, how the stock is tracked and managed, and whether new supply is meeting demand is all essential. The Region must consider the legal agreements and ownership structures required to ensure that affordable units remain affordable for a predefined period. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding affordable housing and inclusionary zoning. Many of these activities, including the roles and responsibilities of the Region, are regularly reviewed through At Home in Durham, the Durham Region Housing Plan 2014-2024 and any supplemental implementation plans.
003-04 Dorsay	<ul style="list-style-type: none"> While components of the housing spectrum outlined in the discussion paper (e.g. seniors housing, social housing, shelters, affordable housing, etc.) are important in providing a healthy housing system, a number of these areas must be addressed through government support. A greater understanding of the roles and responsibilities for providing housing within the spectrum and the partners involved in each component will help clarify roles. 	<ul style="list-style-type: none"> This comment was forwarded to the Housing Services Division, which prepared the following response: Both At Home in Durham, the Durham Housing Plan 2014-2024 and the Affordable and Seniors Housing Task Force Report (October 2017) set out the roles of the Region, area municipalities, community partners, the development sector and the federal and provincial governments.

Housing Policy Planning Discussion Paper Submissions – Public Comments

Submission Number and Name	Description of Submission	Regional Staff Response
		<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding housing options.
003-05 Dorsay	<ul style="list-style-type: none"> The Region should go beyond creating land use policies that support the creation of affordable housing by developing an integrated plan to maintain the affordable housing supply looking forward. If the development industry is providing affordable housing units to help meet the goals set out by the Region, there ought to be provisions to ensure that those units provided remain within the affordable supply. This can be done through legal agreements that specify a pre-defined period of time that the units must remain affordable, and identifies who is managing that supply, such as a housing trust. As such, the Region can plan accordingly for how many units are required over time to meet demand considering the existing supply. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding affordable housing.
003-06 Dorsay	<ul style="list-style-type: none"> The Region needs to provide clear direction on how affordable housing targets will be implemented. Affordable housing targets should be tied to the demand assessment so that the correct number of units are being delivered, rather than a percentage target. 	<ul style="list-style-type: none"> Comments were considered by staff as part of the proposed policy directions regarding affordable housing.
003-07 Dorsay	<ul style="list-style-type: none"> Dorsay is pleased to see that the Region is taking steps to help achieve a sustainable housing system through supportive land use policies. However, a more comprehensive approach with consideration for the role of finances and governance impact on development feasibility is required to achieve goals set out in the discussion paper. 	<ul style="list-style-type: none"> Comments noted by staff.

Housing Policy Planning Discussion Paper Submissions – Public Comments

Legend of Discussion Questions

Number	Discussion Question
1.	Should the Region maintain its definition for affordable rental housing to be consistent with other municipalities in the GTHA and the PPS?
2.	Should the Region maintain its definition for affordable ownership housing to be consistent with other GTHA municipalities?
3.	Should the Region take a more active role to increase affordable home ownership options?
4.	Should the Region consider increasing or decreasing its affordable housing targets?
5.	Should Durham consider higher affordable housing targets within specific locations, such as within Strategic Growth Areas that are near key transit corridors?
6.	Should the ROP encourage municipalities to reduce parking requirements for second units in areas that are well served by transit?
7.	What other barriers should be removed to make it easier to build second units, such as basement apartments?
8.	Should the ROP include policies on inclusionary zoning?
9.	Should Durham continue to combine certain area municipalities as a part of its required three per cent vacancy rate for rental conversion?
10.	Should Durham consider reviewing its rental conversion policies to consider exceptions under certain circumstances?
11.	Should the ROP encourage municipalities to enact demolition control by-laws to preserve existing rental housing?
12.	Should the ROP include policies regarding the regulation of short-term rental housing?
13.	Should the Region encourage the development of tiny homes to enable more affordable housing options? If so, where?
14.	Where are the most appropriate locations to build mid-rise apartments in Durham?
15.	What should the Region do to help people with mental health concerns secure safe and affordable housing?
16.	What policies should the Region consider within the ROP to increase housing options for seniors?
17.	Should the Region have a role in helping to facilitate shared living housing?
18.	What ROP policies should be strengthened to support the development of diverse housing options including affordable housing?



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