

From: Kyle Bentley
Director, City Development & CBO

Subject: The Municipal Comprehensive Review of the Durham Regional Official Plan
- City of Pickering Comments on the new draft Regional Official Plan
- File: A-2100-020

Recommendation:

1. That Council endorse the City of Pickering Comments on Envision Durham contained in Appendix I of Report PLN 08-23 on the new draft Regional Official Plan; and
 2. That a copy of Report PLN 08-23 and Council's resolution be forwarded to the Region of Durham as Pickering's comments on the new draft Regional Official Plan.
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Executive Summary: The Region of Durham is seeking comments by April 3, 2023 on the new draft Regional Official Plan (draft ROP). A copy of the draft ROP can be found on the Region of Durham's Website under "Envision Durham". The draft ROP will repeal and replace the existing Durham ROP and includes a new planning horizon to 2051. The draft ROP reflects the current requirements of the Growth Plan for the Greater Golden Horseshoe, other related Provincial policy and legislation, and also considers all consultation for Envision Durham undertaken by the Region to date. However, the draft ROP does not reflect recent changes to legislation that removed the Cherrywood lands from the Greenbelt Plan.

City staff have reviewed the proposed new policies in the draft ROP, and prepared comments for the Committee and Council's consideration and endorsement as the City's comments. Staff from Sustainability, Economic Development & Strategic Projects, and Engineering Services were consulted and provided feedback in the preparation of these comments.

Staff have advised the Region that the Pickering Council resolution regarding the draft ROP will not be available until after April 24, 2023. However, following the Planning & Development Committee, a copy of Report PLN 08-23 and the draft minutes of that meeting will be forwarded to the Region of Durham.

Staff have also provided the Region with minor technical comments.

Financial Implications: The recommendations of this report do not represent direct or immediate costs to the City of Pickering.

Discussion:**1. Purpose**

On February 10, 2023, the Region of Durham released a draft version of the new Regional Official Plan (ROP).

The draft ROP is the key deliverable of Envision Durham, which is the Region of Durham's Municipal Comprehensive Review project. It will repeal and replace the existing Durham ROP and includes a new planning horizon to 2051. The draft ROP reflects the current requirements of the Growth Plan for the Greater Golden Horseshoe, other related Provincial policy and legislation, and also considers consultation for Envision Durham undertaken by the Region to date.

The purpose of this report is to provide an overview of the draft ROP and to obtain Council's endorsement of staff's comments to the Region on the draft policies.

Comments were previously sent to the Region of Durham in response to:

- six discussion papers;
- a proposed policy direction report;
- the Growth Management Study (GMS), including the Protected Major Transit Station Areas (PMTSAs);
- Draft Regional Natural Heritage System mapping;
- Land Needs Scenarios; and
- Draft Settlement Area Boundary Expansions and Area Municipal Growth Allocations (via CAO memo included as Council correspondence on January 23, 2023).

Report PLN 08-23 will provide comments on the draft ROP policies and will highlight comments previously sent to the Region. This report will present comments based on the themes in the discussions papers, as was previously commented on by staff. Staff will identify whether, in staff's opinion, the previous comments have or have not been sufficiently addressed. The report also includes new comments based on review of the draft ROP.

2. Background**2.1 "Envision Durham" – The Municipal Comprehensive Review of the Durham Regional Official Plan**

Official Plans provide a vision for the orderly development of a municipality through a set of policies and maps. The *Planning Act* is the provincial legislation governing land use planning in Ontario that requires municipalities to regularly review and update their Official Plan.

On May 2, 2018, Regional Council authorized commencement of the Envision Durham Municipal Comprehensive Review (MCR) of the ROP. The outcome of the MCR process is to repeal and replace the current ROP. The new ROP will provide an updated planning vision for the Region up to 2051. Once the Region has completed its Official Plan review, the City of Pickering will be in a position to review and update its own Official Plan.

The first stage of the Region's Official Plan Review was titled "Discover", and commenced with the launch of a public consultation program through an online project hub and public opinion survey. The second stage, titled "Discuss", focused on the preparation of a series of discussion papers, addressing the following major areas: agriculture and rural systems; climate change and sustainability; growth management; the environment; transportation; and housing. The third stage, titled "Direct", included the release of proposed policy directions.

The City of Pickering submitted detailed comments to the Region on the following six Envision Durham Discussion Papers, including the Policy Directions Report, the Alternative Land Use Scenarios Report, and the Draft Regional Natural Heritage System Map Report:

- Agriculture and Rural System Discussion Paper (released March 5, 2019), Report PLN 13-19;
- Climate Change and Sustainability Discussion Paper (released May 7, 2019), Report PLN 21-19;
- Growth Management Urban System Discussion Paper (released June 4, 2019), Report PLN 32-19;
- Environment and Greenlands System Discussion Paper (released September 3, 2019), Report PLN 04-20;
- Transportation System Discussion Paper (released October 1, 2019), Report PLN 12-20;
- Housing Policy Planning Discussion Paper (released December 3, 2019), Report PLN 06-20; and
- Proposed Policy Directions Report in support of a Prosperous Economy (released March 2, 2021), Report PLN 29-21.

City staff worked with the Region throughout the Envision Durham process. Staff provided comments throughout the project, and generally support the proposed new mapping and land use structure within the draft ROP (recognizing that the designation of the Cherrywood lands does not reflect their removal from the Greenbelt). The Region's revised mapping is more robust and descriptive, which better supports the new and enhanced policies of the draft ROP.

2.2 Major Transit Station Areas

As part of the second phase of Envision Durham, through the Growth Management discussion paper, the Region released draft boundary delineations for PMTSAs in Durham, including the PMTSA in Pickering around the GO Station. On July 30, 2021, the Regional Municipality of Durham gave notice of its intent to amend the ROP to implement the PMTSAs and a policy framework to support transit-oriented development.

Pickering provided comments through Report PLN 34-21, including support in principle, for the proposed Regional Official Plan amendment to implement policies and delineation for the Protected Major Transit Station Area in Pickering. Regional Council

adopted Amendment #186 to the Durham Regional Official Plan on December 22, 2021. Although ROPA #186 is still awaiting approval by the Minister, it has been included in the draft ROP.

2.3 Land Needs Assessment and Settlement Area Boundary Expansions

In addition to the phases identified above, a critical part of the Envision Durham process was the GMS. Phase One of the GMS focused on preparing a Land Needs Assessment to determine how much additional urban land would be required to accommodate Durham's forecasted population and employment growth to 2051.

Comments have previously been provided to the Region following Pickering Council's endorsement of staff Report PLN 20-22 Alternative Land Need Scenarios Summary Report. Council passed Resolution #871/22, which recommended to the Region a modified Community Area Land Need Scenario 2. In May 2022, Regional Council endorsed Community Area Land Scenario 2a and Employment Area Land Need Scenario 2, which translates into an additional 3,671 hectares of developable urban land required to accommodate the Region's growth to 2051.

In November 2022, the Region released an information report on the Draft Settlement Area Boundary Expansions and Area Municipal Growth Allocations. That report and the draft ROP include an urban boundary expansion for lands in northeast Pickering. Pickering Council previously passed Resolutions #140/19 and #173/19, supporting an urban area boundary expansion for lands in northeast Pickering.

The Region's Draft Settlement Area Boundary Expansions and Area Municipal Growth Allocations were completed prior to the Province releasing Bill 23 and changes to the Greenbelt Plan. As referenced in a January 2023 memo to Council that was forwarded to the Region, until further clarity is provided by the Province, staff is of the opinion that it would be premature for the City to provide the Region with comments on the proposed Growth Allocations and Settlement Area Boundary Expansions at the present time.

2.4 Changes to the Greenbelt

On December 14, 2022, the Province approved legislation that removed lands from the Provincial Greenbelt, including the Duffins Rouge Agricultural Preserve (DRAP), and prioritized these areas for development. The Envision Durham exercise was based on land assessments that were completed prior to October 25, 2022. As a result, the Region's settlement area boundary expansions do not reflect the changes made by the Province.

The DRAP lands have been identified as a Special Study Area in the draft ROP. The Region has stated this approach is necessary given the Province's stated intention to return removed lands back to the Greenbelt if certain milestones are not achieved, (e.g. progress on planning approvals by 2023, and homes under construction by 2025). The proposed policies in the draft ROP mirror the Province's requirements for development within these areas. As the Province is both the approval authority for the ROP and the authority to be satisfied as to the progress of development in the Greenbelt Removal Areas, any modifications to the ROP due to Greenbelt removals will form part of a future Provincial decision.

2.5 Bill 23 Implications

The majority of the Envision Durham process was completed prior to the release and approval of Bill 23: *The More Homes Built Faster Act, 2022*. As a result, there are a number of policies that staff believe require additional review. Staff have highlighted a number of those items in the body of this report and included them in the comments table contained in Appendix I. The Region has acknowledged that additional review is required to ensure the policies reflect recent changes to Provincial Legislation.

3. Comments on the draft Regional Official Plan

The Region has requested comments on the draft ROP by April 3, 2023. Staff advised the Region that the Pickering Council resolution regarding the draft ROP will not be available until after April 24, 2023. However, following the Planning & Development Committee, a copy of this report and the draft minutes of that meeting will be forwarded to the Region of Durham.

Staff have also provided the Region with minor technical comments.

City staff have undertaken a detailed review of the draft ROP, considering the City's comments that were provided as part of Phase two "Discuss" and Phase Three "Direct" of the Envision Durham consultation process. The following comments consist of an overview of the previous comments and requests submitted by the City that have been sufficiently addressed in the draft ROP; comments and requests that have not been sufficiently addressed; and additional comments previously not included, which staff believe should be included in the comments based on the draft policies and mapping.

3.1 Housing Policies – Previous comments incorporated into the draft ROP

The draft ROP has broadened the policies supporting complete communities, adding policies that recognize the importance of affordable, age-friendly, and/or accessible housing, and community hubs.

The following staff comments have been incorporated in the draft ROP:

- Maintain the definition of affordable rental and affordable ownership housing to be consistent with the Provincial Policy Statement;
- Support higher targets for affordable housing within Strategic Growth Areas;
- Strengthen the rental to ownership housing conversion policies to help protect existing affordable rental housing;
- Encourage area municipalities to reduce parking requirements for second units located in areas well served by transit;
- Encourage Inclusionary Zoning policies enabling the local area municipalities to determine the appropriateness of implementing this tool;
- Encourage municipalities to use legislative tools to preserve existing affordable rental housing especially in Strategic Growth Areas and areas in proximity to transit; and

- Encourages area municipalities to explore the use of a full suite of incentives and policy tools through local housing strategies in order to achieve affordable housing targets.

Since providing comments to the Region in 2020, Pickering Council approved the Pickering Housing Strategy & Action Plan in June, 2022. The Housing Strategy and Action Plan implements the policies in the draft ROP, by including policy and financial tools that Pickering Council can implement within the local context.

3.1.1 Rental Conversion Policies and Monitoring and Reporting on Rental Data

The draft ROP has introduced new policies to require applicants to provide more information as part of a rental conversion application. The additional information must:

- Demonstrate a net benefit for housing in Durham that will advance the goals of the Region's 10-year housing and homelessness plan;
- Include a tenant relocation plan for all existing residents to find suitable and affordable housing in proximity to the site;
- Summarize consultation with existing residents and a strategy outlining how existing tenants will temporarily be relocated within proximity of the site; and
- Grant existing tenants the right of first refusal to purchase a replacement unit.

Staff support the introduction of the draft policies. However, staff would recommend the policies be revised to include the following provisions;

- The applicant must meet the requirements of area municipal housing plans in addition to the Region's 10-year housing and homelessness plan; and
- Maintain the existing wording from the current plan that states the conversion of rental housing "shall be discouraged".

As outlined above, the Region has taken steps to require more information in an effort to protect existing residents of rental properties from conversions. However, recent changes to the *Municipal Act*, through Bill 23, will allow the Minister to make regulations, imposing limits and conditions on the powers of a local municipality to prohibit and regulate the demolition and conversion of residential rental properties. Those regulations could have a significant impact on both Durham Region's and Pickering's ability to require the information noted above and regulate rental conversions in the future.

Staff requested that the Region report vacancy data by individual area municipality and not combine them as identified in the current ROP. The Region has removed previous policies establishing vacancy rates for rental conversions by combining area municipalities (i.e., Pickering and Ajax and Whitby and Oshawa were reported together). This change in policy will avoid a skewed perspective on vacancy rates in area municipalities. The rates will now accurately reflect the vacancy rate in Pickering and the local rental accommodation pressures.

3.2 Housing Policies – Previous comments not incorporated into the draft ROP

The following staff comments have **not** been incorporated in the draft ROP:

- Robust policies in the ROP related to cultural heritage protection (instead the draft ROP defers these policies to area municipalities); and
- A monitoring framework for short-term rentals to assess the impact of short-term rental housing in Durham.

3.3 Housing Policies – Additional comments based on the draft ROP

The draft ROP policy states that the Region will undertake a Regional housing assessment to assist with implementing inclusionary zoning requirements in PMTSA's. The policy indicates the Region will consult with area municipalities, to review the current range and mix of housing options and evaluate projected needs for housing including affordable and special needs housing. While staff support this initiative, there has been no consultation on the scope or preparation of the Region's housing assessment, which is apparently close to being completed. Furthermore, a local housing assessment would still be required in order to implement inclusionary zoning in the City's Protected Major Transit Station Area.

The draft ROP includes a minimum target of 35% of all new residential units created in Strategic Growth Areas, to be affordable to low and moderate income households. Staff support higher affordability targets, in principle, within Strategic Growth Areas, as noted in Section 3.1. Despite staff's support in principle, recent changes to Provincial legislation through Bill 23 could have a significant impact on the ability to implement affordable housing policies.

The changes to Bill 23 include:

- a new definition of affordable by the Province;
- a limit on the maximum number of affordable units permitted through inclusionary zoning in protected major transit station areas (i.e., around Pickering's GO Station); and
- a maximum timeframe for how long these units are required to remain affordable.

In addition, affordable units, as defined by the Province, are now exempt from development charges, community benefits charges, and parkland dedications. These exemptions will have a significant effect on the planning and financial impacts on municipalities.

While staff support the goal of achieving more affordable units within Strategic Growth Areas, a further review of the policy should be undertaken in light of the Bill 23 changes, to ensure this policy is achievable and financially attainable for local area municipalities.

3.4 Climate Change & Sustainability Policies – Previous comments incorporated into the draft ROP

The draft ROP has created new policies to encourage resilient development and support nature-based solutions. It has also placed a new emphasis on encouraging green infrastructure, energy conservation/efficiency and waste management.

The following staff comments have been incorporated in the draft ROP:

- Encourage 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;
- Plan our communities in a holistic manner that takes into account the principles of sustainability and complete communities; and
- Enhance opportunities for active transportation through the planning of Regional infrastructure and the design of the built environment.

3.5 Climate Change & Sustainability Policies – Previous comments not incorporated into the draft ROP

The following staff comments have **not** been incorporated in the draft ROP:

- Support for renewable energy production through public and private partnerships; and
- Identify the implementation of active transportation facilities on Regional roads, at the Region's expense.

3.6 Growth Management Policies – Previous comments incorporated into the draft ROP

The draft ROP has introduced new policies for Strategic Growth Areas, including Urban Growth Centres, PMTSAs, and Rapid Transit Corridors. New policies were also added to support the distribution of servicing to Strategic Growth Areas, as well as the expansion of broadband infrastructure to underserved areas.

The following staff comments have been incorporated in the draft ROP:

- Prioritize municipal servicing within urban areas and, in particular, to Strategic Growth Areas such as the City Centre and Kingston Corridor;
- Establish appropriate densities to support future Light Rapid Transit along Kingston Road;
- Do not identify Waterfront Places as Strategic Growth Areas;
- Include Northeast Pickering in an urban area boundary expansion;
- Support the development of a multi-modal employment hub in the vicinity of the Federal lands in Pickering; and
- Not prohibit places of worship from locating within Employment Areas.

3.6.1 Waterfront Places

The draft ROP policy identifies Waterfront Places, such as Frenchman's Bay, as areas for context-appropriate intensification that includes a mix of residential, commercial, and recreational uses. However, staff believe that this policy should go further to also identify that Waterfront Places are first and foremost spaces best enjoyed by everyone. In this regard, Waterfront Places should prioritize public access to the water, parks, and waterfront trails.

3.7 Growth Management Policies – Previous comments not incorporated into the draft ROP

The following staff comments have **not** been incorporated in the draft ROP:

- Commit to pre-servicing employment lands, such as the Employment Lands in Seaton and along Highway 407, and the planned employment hub surrounding the Federal lands; and
- Include policies to incentivize the delivery of seniors, affordable, and/or accessible housing through the implementation of a Regional Community Improvement Plan, (instead, the ROP has encouraged area municipalities to incentivize these forms of housing).

3.8 Growth Management Policies – Additional comments

The Region has included a new policy in the draft ROP that requires applicants to prepare fiscal impact studies for development applications. This requirement would apply to all major developments, which includes any application for more than four lots or the construction of more than 500 square metres. The study would include estimating the life cycle costs of the servicing, infrastructure investments, and the financial impact on Regional servicing and infrastructure.

Staff do not support the requirement for fiscal impact studies to be provided for the processing of development applications. Staff has no objection to the Region requiring this information, as part of servicing agreements or other mechanisms, to ensure there will not be any impacts on processing timelines for development applications.

3.9 Environment & Greenlands Policies – Previous comments incorporated in the draft ROP

The draft ROP created a new Regional Natural Heritage System (NHS) overlay and associated policies. It included new policies for source water protection and expanded policies for significant woodlands, watershed planning, and water resources system policies.

The following staff comments have been incorporated in the draft ROP:

- Incorporate a climate change perspective recognizing its impact on the natural environment and infrastructure;

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- Promote greater collaboration with conservation authorities respecting the implementation of controls for invasive species and pests throughout the Region;
- Promote education programs that help to create an awareness of invasive species and pests present in the Region;
- Continue to use the “Major Open Space” designation on non-prime agricultural lands, in the new Regional Official Plan;
- Maintain an active transportation link (Province-wide cycling network) north of the Pickering Nuclear Generating Station;
- Implement Regional Road tree planting to demonstrate their partnership in improving the tree canopy;
- Recognize local official plans as the appropriate level to prescribe minimum vegetation protection zones;
- Allow for adjustments to the natural heritage overlay where it is deemed appropriate by lower-tier municipalities through various means, such as site specific environmental impact studies, without the need for amendments to the ROP;
- Encourage area municipalities to maintain their own established natural heritage systems;
- Implement policies that address the changing climate with methods, techniques, and best practices for adaptation, mitigation, and resiliency;
- Identify the advocacy role that the Region can play in adapting to climate change in collaboration with all levels of government and a wide variety of stakeholders; and
- Encourage ecosystem compensation for developments, as a last resort, when mitigation or avoidance of natural features is not possible.

3.9.1 Ecosystem Compensation

The Region has introduced new policies regarding ecosystem compensation. The draft ROP provides direction that removal and compensation should be used as a last resort, if avoidance and mitigation are not possible. The policy encourages local area municipalities to develop detailed ecosystem compensation policies, within their official plans, in keeping with ecosystem compensation guidelines and protocols established by the Province and conservation authorities.

In March 2022, Council passed Resolution #819/22, approving a Pickering Official Plan Amendment to introduce new policies regarding ecosystem loss and compensation. The policies apply in specific instances where some removal of ecosystem features or functions may be required to facilitate appropriate development.

3.10 Environment & Greenlands Policies – Previous comments not incorporated in the draft ROP

The following staff comments have **not** been incorporated in the draft ROP:

- ROP encourages participation on environmental stewardship with municipalities, conservation authorities, and others, but does not commit the Region to financial or resource contributions;

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- Identification of a baseline of tree canopy coverage along with separate tree canopy targets for urban and rural areas was not provided; and
- The ROP should maintain permission for severance where it supports natural heritage conservation, as permitted by Provincial policy.

3.11 Transportation Policies – Previous comments incorporated in the draft ROP

The draft ROP introduced new policies promoting active transportation. It also added policies to delineate a Rapid Transit Corridor along Kingston Road.

The following staff comments have been incorporated in the draft ROP:

- Assist Pickering in working with VIA Rail and Metrolinx to implement high frequency service on the CPR Havelock rail line;
- Recognize and plan for enhanced trail connections through areas such as hydro corridors, by including:
 - A map in the ROP showing existing cycling and pedestrian trail networks, identifying gaps and opportunities; and
 - a policy encouraging stakeholders to collaborate with the Region to pursue new cycling/trail connections;
- Encourage the following transit projects that would assist in attracting transit riders and transit supportive development:
 - the establishment of the Whites Road Priority Bus, extending from the Pickering GO Station along Bayly Street to Whites Road to Highway 7; and
 - the extension of GO rail service to Seaton;
- Use 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 comprehensive evaluation, reduce duplication in meeting Provincial requirements, and expedite development;
- Encourage carpooling by recommending the Region:
 - 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;
- Only designate Regional Corridors adjacent to the arterial road corridors that are part of the High Frequency Transit Network.

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3.11.1 CPR Havelock Rail Line

The draft ROP includes policy that supports the investigation of further extensions of rail passenger service along existing rail corridors, including the CPR Havelock Line for VIA Rail High Frequency Rail. Staff recommend the policy include stronger language to advocate for the advancement of these projects and specifically identify a future station in Pickering.

3.12 Transportation Policies – Previous comments not incorporated in the draft ROP

The following staff comments have **not** been incorporated in the draft ROP:

- Incorporate new Regional Official Plan policies that would better support planning for all road users including:
 - 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;
- Support the implementation of light rail transit along Kingston Road through Pickering.

3.13 Rural System Policies – Previous comments included

The draft ROP has added new policy permissions related to on-farm diversified uses and other agricultural related uses. It has also simplified rural settlement policies.

The following staff comments have been incorporated in the draft ROP:

- Maintain the current goals of the agricultural and rural system and expand and support the diversification of agricultural uses, value-added agriculture, urban agriculture, and the important relationship with the agri-food network;
- Retain the current approach to referencing the Minimum Distance Separation (MDS);
- Maintain the existing “Major Open Space” mapping, which is consistent with the City of Pickering Official Plan mapping approach;
- Include policies that limit large commercial solar farms in Prime Agricultural Areas;
- Acknowledge the Rouge National Urban Park as Special Policy and/or Specific Policy Area; and
- Introduce policies that enable area municipalities to permit accessory uses on golf courses, subject to criteria controlling the scale of the accessory use.

3.13.1 Agricultural Diversification and Value-Added Agriculture

Council and staff requested the Region expand and emphasize the importance of Prime Agricultural Areas, recognizing the relationship with the Agri-Food Network, and the importance of allowing for diversification of agricultural uses and value added agriculture.

The Region has included specific policies regarding agricultural related uses and on-farm diversified uses that will allow for more diversification, while continuing to promote and protect agriculture as the main use in the rural area. The Region has also included a number of new definitions including on-farm diversified uses, agri-food network, and agricultural related uses. Local municipalities will have the opportunity to reflect these changes within local official plans and create provisions in zoning by-law that provide greater clarity for the agricultural area. The new policies should facilitate and enhance economic opportunities for agricultural uses in the Region.

In addition to the rural area, staff requested support for urban agriculture as part of the Region's Agricultural System, subject to local municipalities implementing policies in local official plans and zoning by-law provisions that fit the local context.

The Region has included policies that encourage urban agriculture in community areas or private property, where deemed appropriate by the local municipality. This policy direction further strengthens the options for a strong regional food system, while providing local municipalities the ability to ensure the scale and types of urban agricultural are appropriate within the local context.

3.14 Rural System Policies – Previous comments not included

The following staff comments have **not** been incorporated in the draft ROP:

- Incorporate policies on edge planning along the urban/agricultural interface to help address land use conflicts;
- Identify an exception, as provided in the Pickering Official Plan, for a cemetery use on lands located northeast of the hamlet of Greenwood; and
- Revise the mapping to remove the High Potential Aggregate Resource Areas on lands within the limits of Country Residential Subdivisions.

3.14.1 The Urban/Rural Interface

Council and staff requested the Region specifically review the implementation of urban edge planning policies. Proper edge planning would minimize conflicts between urban and agricultural land uses by ensuring adequate separation from typical farm practices that can generate noise, dust, and odour, to new urban areas.

The Region did not include any specific edge management policies or directions. The draft ROP policies do not recognize the importance of creating a proper urban/rural interface and the challenges that can arise if that interface is not adequately defined. The policies in the draft plan defer to separation of uses in accordance with provincial minimum distance separation formulae (MDS), which municipalities will implement at the local level.

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While staff agree with the approach to allow local municipalities to implement MDS at the local level, MDS only regulates the distance between residential units and livestock and manure storage. This approach essentially only deals with the issue of odour. It does not provide adequate separation from other complaints that can occur from normal farm practices. Proper edge planning can be created in a number of ways. Staff encourage the Region to revisit this item with best practices in Ontario and Canada. Proper edge planning policies will assist local municipalities in implementing plans and development application approvals that minimize conflicts between normal farm practices and new urban areas.

3.15 Additional Comments on the Draft ROP

Under a new section entitled “Consultation and Engagement”, the draft ROP introduces new policies addressing consultation with Indigenous communities. The policies encourage the Province to make financial resources available to Indigenous communities to participate in the planning process. These new policies are consistent with previous Pickering comments. However, there is no language about the Region providing guidance on engagement between Indigenous communities and municipalities. It is recommended that the Region take a leadership role in facilitating this engagement.

4. Conclusion

Overall, staff are generally in support of the draft ROP. The ROP will guide growth and change in Durham in the years ahead – providing the blueprint for Durham to become known as the place to live, learn and thrive by 2051.

Staff advised the Region that the Pickering Council resolution regarding the draft ROP will not be available until after April 24, 2023. However, following the Planning & Development Committee a copy of Report PLN 08-23 and the draft minutes of that meeting will be forwarded to the Region of Durham. Staff to staff minor technical comments have been provided to the Region.

The Region’s Report #2023-P-6 has outlined next steps and timing for Envision Durham. In the conclusion of that report, Regional staff indicated that, following the current consultation on the draft ROP, a final draft is anticipated for Regional Council’s consideration before the summer recess. The final draft of the ROP will be available to the public two weeks prior to the Regional committee meeting at which time the final draft ROP will be considered.

Staff will continue to work with the Region through the Envision Durham process, and will report back to Council as additional information becomes available.

Staff recommend that Council endorse the City of Pickering Comments on Envision Durham contained in Appendix I of Report PLN 08-23 on the new draft Regional Official Plan; and a copy of Report PLN 08-23, and that the Council resolution be forwarded to the Region of Durham as Pickering’s comments on the draft new Regional Official Plan.

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Appendix

Appendix I Comments to the Region of Durham on the draft Regional Official Plan

Prepared By:

Approved/Endorsed By:

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BW:ld

Recommended for the consideration
of Pickering City Council

Original Signed By

Marisa Carpino, M.A.
Chief Administrative Officer

**Comments to the Region of Durham
on the draft Regional Official Plan**

City of Pickering Comments on Envision Durham

| Previous Comments to the Region | Draft Regional Official Plan | New Comments to the Region |
|--|--|---|
| Housing Policy Planning Discussion Paper, (PLN 06-20) June 15, 2020 | | |
| <p>That the Region include policies in the Regional Official Plan that generally support higher targets for affordable housing within Strategic Growth Areas and other appropriate areas as defined by the local municipality.</p> | <p>Draft ROP policy 3.1.34 identifies 25% of units be affordable across the Region and 35% of units in strategic growth areas be affordable.</p> | <p>Pickering supports this policy in principal. However, a further review should be undertaken in light of the recent Bill 23 changes to ensure such a provision is achievable and what financial impacts it may have on municipalities in the new planning framework.</p> |
| <p>That the Region:</p> <ul style="list-style-type: none"> • 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; and, | <p>There are many policies encouraging local municipalities to look at and implement incentives. However, there is no commitment from the Region to implement these tools in an equitable way across the Region.</p> | <p>Pickering requests the Region implement financial tools, through CIP’s and additional Planning Act tools, at a Regional level that achieves the goals and objectives for increasing the supply of affordable housing.</p> |
| <p>That the Region consider strengthening the rental to ownership housing conversion policies in the Regional Official Plan to help protect existing affordable rental housing;</p> | <p>Same policies as previous Draft ROP policy 3.1.28.</p> <p>3.1. iv. Is perhaps a weakening over previous language that “discouraged” loss of affordable/rental units.</p> | <p>Request the Region reinstate the wording ‘discourage’.</p> <p>Request that the Region advocate to the Ministry to allow municipalities to create appropriate regional specific regulations for conversions vs. the Province implementing a one size fits all regulation.</p> <p>Request that the Region amend 3.1.30 a) to include “meet the</p> |

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| | | requirements of area municipal housing plans in addition to the Region's 10-year housing and homelessness plan". |
| That the Region develop a monitoring framework for short-term rentals to assess the impact of short-term rental housing in Durham; | No policy language to this effect. | Request the Region provide more statistical reporting in the annual housing monitoring report. |
| New comment | | Policy 3.1.8 supports reuse of industrial or commercial for residential uses. This should indicate reuse is permitted, in a residential designation, where it can be proven there is no requirement for the non-residential space. Concern this may provide housing options in areas where we don't want to promote that type of conversion. |
| Climate Change & Sustainability Policy Planning Discussion Paper, (PLN 21-19) October 7, 2019 | | |
| That the Region of Durham 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 the active systems and transit, both within and between municipalities. | Draft ROP policy 3.3.35 states that consideration should be had regarding the following where downtowns coincide with a Strategic Growth Area or Local Centre: <ul style="list-style-type: none"> • healthy, accessible and complete communities that reduce vehicular dependence and support a mix of land uses, active transportation, transit routes and community | Provide an implementation policy. |

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| | <p>services and facilities that serve the needs of residents of all ages and abilities, in accordance with Policy 3.3.1;</p> <p>In Draft ROP Section 4.1, Transportation and Transit, it states that the Region has jurisdiction over a network of Regional roads, forming a key component of the arterial road network as designated on Map 3b. The Regional road network includes existing roads and supporting infrastructure that the Region maintains, and their expansion, extension and rehabilitation over time. The Regional road network includes a growing network for active transportation and supports goods movement.</p> | |
| <p>That the Region of Durham include a policy in the ROP indicating support for renewable energy production through public and private partnerships, and pilot and demonstration projects.</p> | <p>Draft ROP 3.2.2 speaks to the development and update of a Regional Community Energy Plan, Climate Change Local Action Plan and a Climate Adaptation Plan.</p> <p>The Regional Community Energy Plan focuses on improving sustainable energy production and efficiency, and reducing GHG emissions through various approaches including building retrofits, electric vehicle infrastructure,</p> | <p>Include a policy in support of renewable energy production through public and private partnerships.</p> |

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| | alternative energy, and education and outreach. | |
| Growth Management Urban System Discussion Paper, (PLN 32-19) December 16, 2019 | | |
| That, to strengthen the existing urban system goal of creating healthy and complete, sustainable communities that balances population and employment growth, stronger regional implementation policies, such as financial incentives (which could include Community Improvement Plans; and servicing of employment areas) should be considered for certain types and locations of job creating uses. | | Same comment applies |
| That, 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 (CIP)). | The Draft ROP incorporated policies supportive of complete communities. Region included CIP options in the Plan and indicate they will monitor housing, and the new policies encourage municipalities to use tools (Inclusionary zoning, CIP's, etc.). No firm actions committed to. | Request the Region to commit to setting up a CIP with affordable housing specific objectives that meets the Region's definition of affordable. |
| That the following measures be considered by the Region to achieve its employment objectives: | No commitments to pre-servicing of all or existing planned employment lands. Draft ROP policy 3.1.8 supports the reuse of commercial or industrial | Include the pre-servicing of identified (existing and future) employment lands as a priority in the Goals of Chapter 4. |

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| <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 highway interchanges for land uses that involve the shipping or receiving of goods via long combination vehicles; • continue promoting 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 | <p>buildings for residential purposes but does not indicate in what designations.</p> <p>Policies 5.5.25/26 discuss introduction of sensitive land uses in employment areas.</p> <p>Policy 5.5.6 discusses the employment lands adjacent to key goods and movement corridors.</p> <p>Policies 2.1.18-21 support the airport as a transportation-based employment hub area.</p> <p>Policy 11.4 CIP policies don't specifically mention employment development. However, there is a general statement regarding additional uses.</p> | <p>Policy 3.1.8 should indicate in community areas where the conversion does not impact existing commercial or industrial uses.</p> <p>Staff request the Region to commit to pre-servicing employment lands in Seaton and along Highway 407.</p> |

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| grants, and tax increment financing. | | |
| <p>That the Region can influence how and where people work by:</p> <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. | | Same comment applies. |
| <p>That 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.</p> | <p>As pointed out under a previous comment, the Draft ROP lacks a policy regarding commitment to pre-serviced employment lands.</p> <p>Also, there is no further direction on conversion of employment lands in the Draft ROP, except that policy 5.5.10 indicates conversion can only be considered as part of a comprehensive review.</p> | Commit to pre-servicing employment lands in Seaton and along Highway 407. |
| <p>That the designation and delineation of Waterfront Places 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 Regional Official Plan, and that local municipalities be provided with greater discretion regarding the identification of areas for growth, and the</p> | <p>The Draft ROP no longer identify Waterfront Places as strategic areas for higher density residential development.</p> <p>The Draft ROP policy identifies Waterfront Places, such as Frenchman’s Bay, as areas for context-appropriate intensification that</p> | Identify Waterfront Places first and foremost as public spaces best enjoyed by everyone. Waterfront Places should prioritize public access to the water, parks, and waterfront trails. |

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| distribution and density of development within their municipalities. | includes a mix of residential, commercial, and recreational uses. | |
| That the methodology for delineating Major Transit Station Areas (MTSA), and the resultant draft boundary delineation for Pickering's Protected Major Transit Station Area (see Attachment #2 to Report PLN 32-19), are supported. | Map A in the Draft ROP reflects the Protected Major Transit Station Area (PMTSA) in Pickering, which is supported by Pickering. | In order to simplify and potentially expedite implementation of density and transit-supportive policies, staff recommend that the Region consider the inclusion of all lands within the Pickering PMTSA in the Urban Growth Centre designation, for which a robust set of policies have already been incorporated in the Pickering OP. |
| New comment – see last column | | The draft ROP policy promotes an “intensification first” approach. While Staff generally support this principle, it should be noted that a large portion of future development in Pickering will occur within greenfield areas and not through intensification – i.e., Cherrywood, Northeast Pickering, and Seaton. |
| New comment – see last column | | The Region has included a policy that requires applicants to prepare fiscal impact studies for development applications. This requirement would apply to all major developments which includes any application for more than four lots or the construction of more than 500 square metres. The study |

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| | | <p>would include estimating the life cycle costs of the servicing and infrastructure investments and the financial impact on Regional servicing and infrastructure.</p> <p>Staff do not support the requirement for a fiscal impact studies to be provided for the processing of development applications. Staff has no objection to the Region requiring this information as part of servicing agreements or other mechanisms to ensure there will not be any impacts on processing timelines for development applications.</p> |
| <p>New comment – see last column</p> | | <p>The Region’s land needs methodology does not consider the development of the Duffins Rouge Agricultural Preserve (DRAP). Regional staff has indicated that they are in discussions with the Province regarding the inclusion or exclusion of the DRAP lands from their Growth Management Study.</p> <p>Pickering staff will provide further comment on the proposed Growth Allocations and Settlement Area Boundary Expansions once those additional discussions have concluded and there is a clear understanding of</p> |

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| | | <p>how the DRAP are addressed in the Growth Management Study.</p> |
| <p>New comment – see last column</p> | | <p>Special Study Area 6 – Cherrywood</p> <p>The lands have been removed from the Greenbelt and should be reflected in the mapping as such. An overlay could identify the Special Study Area policies should the Province not be satisfied.</p> <p>Staff believe the policies of the Special Study Area should defer to the Province for approval and include a clause for reverting the lands out of the urban boundary without amendment to the Plan should the Province not be satisfied and return the lands to the Greenbelt.</p> |
| <p>New comment – see last column</p> | | <p>The Region has included policies for the Seaton Lands in Section 5.6 of the ROP. Staff are satisfied these policies address the requirements for the implementation of the former Central Pickering Development Plan and current Pickering Official Plan policies.</p> <p>Please clarify the need to identify the area as a Specific Policy Area given the policies of section 5.6.</p> |
| <p>Environment & Greenlands Policy Planning Discussion Paper, (PLN 04-20) March 2, 2020</p> | | |

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| <p>That the Region, through a coordinated consultation with the Indigenous communities within the Region, endeavour to provide guidance to local area municipalities in terms of who, and how, these communities can appropriately be consulted.</p> | <p>Partially Incorporated: In policies 11.2.2 and 11.2.5 the Region has added policy that recognizes the value of Indigenous community engagement but does not commit to providing guidance to local area municipalities.</p> | <p>Include a policy that the Region will provide leadership in facilitating consultation between Indigenous communities and area municipalities.</p> |
| <p>That the Region continue and expand its support for environmental stewardship through financial resource contributions, and by including policy in the Regional Official Plan that encourages participation with local area municipalities, conservation authorities and others as appropriate.</p> | <p>Draft ROP policy 7.7.1 seeks partnerships with area municipalities, Indigenous communities, conservation authorities, provincial agencies and other organizations in the stewardship of land and water resources.</p> | <p>Draft ROP encourages participation with municipalities, conservation authorities, and other organizations, but does not speak to financial resource contributions.</p> |
| <p>That policies be included in the Regional Official Plan that establish separate tree canopy targets for urban and rural areas, following the identification of the current baseline.</p> | <p>Draft ROP policy 3.2.19 encourages area municipalities to:</p> <ul style="list-style-type: none"> • establish urban and rural tree canopy targets. | <p>Identify the current baseline of tree canopy coverage and establish canopy targets for urban and rural areas.</p> |
| <p>That the Region keep the current policies in the Regional Official Plan that provide guidance on the conveyance of land for natural heritage conservation as they adequately address the matter.</p> | <p>Not incorporated.</p> | <p>Maintain policy 14.8.14 from the current ROP which permits severance where it supports natural heritage conservation while maintaining consistency with Provincial policy.</p> |

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| New comment – See last column | Proposed policy states that prior to the submission of any application, applicants shall confirm the scope of any potential environmental study requirements with the Region and the local conservation authority, and whether the study will be prepared by a consultant retained by the Region, or by the applicant. | The local municipality should also be consulted on the scope of an environmental impact study. |
| That an Open Space Linkages designation continue to be identified in the Regional Official Plan 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. | Not incorporated. | <p>Same comment applies. Furthermore, no references are made to a Rouge-Duffins Wildlife Corridor</p> <p>Pickering supports the inclusion of policy to identify and protect wildlife corridors, specifically Rouge-Duffins Wildlife Corridor and additional opportunities to connect to the Rouge National Park.</p> <p>This would expand upon ROP policy 9.2.10 in Specific Policy Area D regarding the Rouge National Urban Park.</p> |
| Transportation Discussion Report (PLN 12-20) July 13, 2020 | | |
| 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: | a) Bayly from Brock to Whites is identified as a Rapid Transit Spine on Map 3a. Whites to Highway 7 is identified as a High Frequency Transit Network on Map 3a. High Frequency Transit Networks do not | Create a timeline or set of criteria to be met for the implementation of light rail transit along Kingston Road. |

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| <p>a) 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);</p> <p>b) the implementation of light rail transit along Kingston Road; and</p> <p>c) the extension of GO rail service to Seaton</p> | <p>include priority bus lanes with a note that “Planned HOV lanes may be converted to dedicated bus lanes as growth in ridership warrants”.</p> <p>b) No commitment to light rail transit. Within Rapid Transit Corridors it is indicated that “On Highway 2, bus rapid transit is currently being implemented and light rail transit may be planned over the long-term.”</p> <p>c) Map 3a. identifies a future commuter station for the Seaton Lands. 8.1.7 speaks to Go rail to the Seaton Lands.</p> | |
| <p>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:</p> <p>a) 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;</p> | <p>a) Table 5 in the Draft ROP provides some direction on the design based on the classification of road. No direction the Region will construct or be responsible for these items.</p> <p>i. 5.2.22 k iii) requires municipal plans to include policies for sidewalks on both sides of all roads in MTSA’s.</p> <p>ii. 8.1.11 indicates transit stops are a responsibility of the developer to construct or fund.</p> <p>iii. 11.3.9 c) indicates sidewalks may be included for</p> | <p>Same comment applies.</p> |

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| <p>b) policies allowing closer entrance and intersection spacing along arterials; and</p> <p>c) policies allowing closer traffic signal spacing along arterials to assist pedestrian crossings, and in keeping with transit-supportive development.</p> | <p>agreements for <i>Planning Act</i> applications.</p> <p>b) Intersection spacing has not changed for Arterial Roads in Table 6.</p> <p>c) Nothing to address closer traffic signal intersection spacing.</p> | |
| <p>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.</p> | <p>Draft ROP policy 8.5.3 indicates “a complete streets approach that balances the need for goods movement with other transportation modes in planning new infrastructure on the Strategic Goods Movement Network” will be taken.</p> <p>Table 5 and 6 in the Draft ROP provide some detail over how arterials are to be managed/developed but no specific design elements for those arterial roads that are part of the strategic movements network.</p> | <p>Request that the arterial roads that form part of the Strategic Goods Movement Network be identified specifically for different design criteria in Tables 5 and 6.</p> |
| <p>The Region is requested to assist Pickering in</p> <p>a) working with VIA Rail and Metrolinx to implement high frequency service on the CPR Havelock rail line; and</p> <p>b) identifying the appropriate location for a VIA Rail station along the CPR Havelock rail line within, or in</p> | <p>a) 8.1.8 in the Draft ROP supports the investigation of further extensions of rail passenger service. Map 3a shows the Havelock CPR corridor as “Protect for future Commuter Rail.</p> <p>b) Nothing in the ROP mapping or policies this specific. Policy 8.1.8 is</p> | <p>Request that policy 8.1.8 be revised to include that the Region supports and will work with area municipalities, VIA Rail and federal agencies to identify opportunities for additional station locations along the Havelock line in Pickering.</p> |

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| <p>proximity, to the Federal Pickering Lands as part of the transportation system component of Envision Durham.</p> | <p>the only policy identifying this issue.</p> | |
| <p>Agriculture and Rural System (PLN 13-19)</p> | | |
| <p>That the Region maintain the current goals and directions for the Agricultural/Rural System, and expand the goals and directions for the Agricultural/Rural System in Durham to:</p> <ul style="list-style-type: none"> • support the 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, and • support the provision of reliable fiber optic services to the rural area. | <p>In Draft ROP policies 6.2 and 6.3 the Region has identified agricultural as the primary land use in the Prime Agricultural Area and provided opportunities for agricultural related uses and on-farm diversified uses.</p> <p>No specific edge planning policies have been included in the Draft ROP.</p> <p>Recognition of the relationship between prime ag and agri-food.</p> <p>No specific policy regarding telecommunications and the rural area.</p> | <p>Include policies that indicate the Prime Agricultural Areas soils should be protected for the long-term viability of agriculture.</p> <p>Encourage the location of agriculture-related uses on lands not classified as class 1-3 soils or demonstrate that the proposal will not negatively impact the long-term viability of the soils or mitigate to the extent possible when locating these uses.</p> <p>Edge planning policies should be included to support normal farm practices and reduce nuisance complaints between urban areas and agricultural areas.</p> <p>Edge planning policies provide the Region and area municipalities the opportunity to increase greenways and the active transportation network at these interfaces.</p> |
| <p>That the Region require local official plans to incorporate buffer areas along the urban/agricultural interface as a mechanism to address land use</p> | <p>No strong direction on edge planning.</p> | <p>Request policy on the items that municipalities should be encouraged to review and implement as part of edge planning or boundary</p> |

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| conflicts arising between urban and real land uses | | expansions adjacent to greenbelt or prime agricultural areas. |
| That the Region introduce policies to restrict large solar farms from locating on prime agricultural lands. | <p>Region allows them in the definition of On-farm Diversified Uses in Prime Agricultural Areas.</p> <p>Draft ROP policy 4.3.18 restricts large-scale, commercial renewable energy facilities, notwithstanding Policy 4.3.17, within Prime Agricultural Areas.</p> | <p>There needs to be stronger policy direction to ensure agricultural-related uses in these areas are located on lands not classified as class 1-3 or that the proposal will not negatively impact the long-term viability of the soils or mitigate to the extent possible when locating these uses.</p> <p>Clarify what is large-scale, because on-farm diversified use for such facilities could be substantial.</p> |
| That the Region update its aggregate resources policies in accordance with the Provincial Policy Statement 2014 and the Growth Plan 2017; and further the Region remove the designations of High Potential Aggregate Resource Areas on lands within the limits of Settlement Areas (e.g., Barclay Estates). | Not incorporated. | Same comment applies. |
| That the Region acknowledge the exception for a cemetery use on lands located northeast 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 Official Plan, by | Not incorporated. | Same comment applies. |

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| including a policy exception in the Regional Official Plan. | | |
| New comment | 6.4.5 e) Merge farms prior to surplus farm severance. | This should be a condition of severance. Requiring an applicant to merge parcels (possibly not to be allowed to sever them) without a conditional approval in place is onerous. |
| Proposed Policy Directions Report (PLN 29-21) June 7, 2021 | | |
| That the City recommends policies be included in the ROP that encourage the Region to work with the provincial government to upgrade the existing infrastructure to support renewable and alternative energy projects. | Partially Incorporated: Draft ROP policy 4.1.17 promotes the development and redevelopment of lands, and upgrades and retrofits of existing infrastructure and buildings that incorporate: a) green infrastructure to minimize the impacts of stormwater runoff, including low impact development, based on the existing water budget for the development application; b) energy efficient building and site design, including low carbon, net-zero and net-zero ready homes and buildings; c) water conservation; and d) green urban design. | Include a policy that the Region accepts the responsibility to undertake upgrades to existing infrastructure, in support of renewable and alternative energy projects, with or without support from the Province. |

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| New comment | 5.5.18 – 5.5.20 Accessory uses within employment areas. | Staff request wording be changed to “ <i>shall generally not exceed</i> ” to allow for minor exceptions where appropriate. Hard limits on floor areas can be a deterrent to attract employment opportunities if ROPA’s are required vs. minor variances or rezonings. |