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EARLY RELEASE OF REPORT

The Regional Municipality of Durham Report

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

Subject:

Decision Meeting Report

Durham Regional Official Plan Amendment #186 to establish the policy framework for Protected Major Transit Station Areas, File: OPA 2021-003.

Recommendation:

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

A) That Amendment #186 to the Durham Regional Official Plan to implement a policy framework, density target and delineations for Protected Major Transit Station Areas, be adopted as contained in Attachment #1 to Commissioner's Report #2021-P-**;

B) That the necessary by-law be passed, and once adopted, that Amendment #186 be forwarded to the Minister of Municipal Affairs and Housing for approval under Sections 17 and 26 of the Planning Act; and

C) That the "Notice of Adoption" be sent to the Minister of Municipal Affairs and Housing, the area municipalities, the Ministry of Transportation, Ministry of Economic Development, Job Creation and Trade, Metrolinx, the Envision Durham Interested Parties contact list, and all other persons or public bodies who requested notification of this decision.

Report:

1. Purpose

1.1 This report recommends the introduction of new transit-oriented areas in Durham Region that will act as focal points for higher density mixed use development. Referred to as “Major Transit Station Areas” (MTSAs), these locations represent unparalleled opportunities to create Transit Oriented Communities, anchored by a rapid transit stations, each containing a wide range of housing opportunities, including affordable housing, office uses, street-oriented commercial uses, institutional uses, a wide range of recreational uses and public amenities. MTSAs are intended to provide integrated mixed-use development offering convenient, direct, sheltered pedestrian access from high-density development sites to station amenities and access points.

1.2 Major Transit Station Areas are defined in the Provincial Growth Plan as "*The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10 minute walk*."

2. Background

2.1 In November 2019, and through its consideration of the Initial Business Case Update for the Lakeshore GO East extension, Council directed Regional Planning staff to accelerate the preparation of Major Transit Station Area (MTSA) policies, including delineations and density targets as part of the broader Envision Durham process.

2.2 Envision Durham is Durham’s municipal comprehensive review of the Regional Official Plan, addressing a variety of strategic land use planning and development matters. Envision Durham also represents the Region’s provincially mandated exercise to ensure that the ROP conforms with Provincial Plans or does not conflict with them; has regard to matters of Provincial interest; and is consistent with the Provincial Policy Statement.

2.3 The recommended Amendment designates and delineates the boundaries for Protected Major Transit Station Areas (PMTSAs), introduces a policy framework, and sets a minimum density target that supports transit-oriented development.

2.4 'Protected' Major Transit Station Areas are MTSAs that have been delineated by a municipality and subsequently approved by the Minister of Municipal Affairs and Housing, as 'protected'. There is no legislative requirement for municipalities to identify PMTSAs. However, if a municipality wants to implement inclusionary zoning[1] within an MTSA area, then it must 'protect' them through Ministerial approval. Once the amendment is approved by the Minister, it is not appealable.

2.5 The delineations for the PMTSAs were based on extensive consultation with area municipal planning staff over the past two years. The PMTSAs within the recommended Amendment contained in Attachment #1 are located in the vicinity of certain Commuter Stations and Transportation Hubs along the Lakeshore East GO Rail Line, and the proposed GO East Extension.

3. Previous Reports and Decisions

3.1 The following previous reports relate to planning for PMTSAs in Durham:

a. Envision Durham – Growth Management – Urban System Discussion Paper, File D12-01, Report #2019-P-31;
b. Advancing Rapid Transit Implementation and Transit Oriented Development in Durham Region, Report #2019-COW-26;
c. Major Transit Station Areas – Proposed Policy Directions, Report #2020-P-27;
d. Protected Major Transit Station Areas Proposed Regional Official Plan Amendment – Policies and Delineations, Report #2020-P-21;
e. Envision Durham Growth Management Study – Housing Intensification Study, Report #2021-INFO-94; and
f. Envision Durham Growth Management Study – Employment Strategy, Report #2021-INFO-97.

4. Public Meetings and Submissions

4.1 In accordance with the *Planning Act*, a "Notice of Public Open House" and "Notice of Public Meeting" regarding the application was advertised in the "Ajax-Pickering News Advertiser", the "Whitby This Week", the "Oshawa This Week" and the "Clarington This Week" newspapers on July 29, 2021.

[1] Inclusionary zoning is a provincial land use planning policy tool that enables municipalities to increase the supply of affordable housing in new development in Protected Major Transit Station Areas, to create mixed-income developments in areas where the market has not provided for a mix of housing prices and rents on its own.

4.2 The statutory Public Open House was held virtually on Tuesday August 24, 2021 from 6:30 pm – 8:00 pm and attended by 56 people. Regional staff delivered a presentation and facilitated, moderated and responded to questions and comments on the proposed amendment.

4.3 The statutory Public Meeting was held on the September 7, 2021 meeting of Planning and Economic Development Committee. Four individuals spoke at the public meeting following the staff presentation and raised the following comments:

- The Amendment should include policies to recognize and protect existing employment land uses that may not be compatible with encroaching sensitive land uses within PMTSAs;
- The Amendment should introduce more flexible policies to permit a broader range of land uses and built form types, within PMTSAs or alternatively, that the focus on permitted uses should remain with the local area municipalities;
- The Region should explain how the minimum density targets will be achieved and met by the local area municipalities; and
- The Region should consider approving existing employment land conversion requests in advance of the adoption of the Official Plan Amendment.

4.4 The Region received eight letters from the public in response to the consultation process. A summary of the submissions received, and staff's response, is provided in Attachment #2.

5. Consultation

5.1 The proposed Amendment and Public Meeting Report were circulated on July 30, 2021. Comments were requested by August 31, 2021. As of the date of this report, comments were received from the following:

Municipalities

- Town of Ajax
- Municipality of Clarington
- City of Oshawa
- City of Pickering

Agencies

- Canada Post
- Central Lake Ontario Conservation Authority
- CN Rail
- Kawartha Pine Ridge District School Board
- Metrolinx

5.2 Submissions were also received from nine members of the public.

5.3 The following key themes emerged from the consultation:

a. Questions were posed regarding the timing of employment land conversions in the PMTSAs

- The employment land conversions are being addressed concurrently through a recommendation report regarding all the employment conversions.

b. Suggestions were received that the delineation of PMTSAs should be conceptual in the Regional Official Plan, similar to the current approach for Regional Centres. Alternatively, it was suggested that flexibility be provided to allow for minor refinements to the boundaries at the local level.

- The Growth Plan requires that the upper tier municipality delineate Strategic Growth Areas in its official plan including Major Transit Station Areas. The Ministry of Municipal Affairs and Housing have advised that “minor refinements” to MTSA boundaries cannot occur in accordance with the Planning Act and the Places to Grow Act. Delineations cannot be further modified without amendment to the Regional Official Plan through an MCR.

c. The level of specificity for permitted uses as proposed in the suite of PMTSA policies is too prescriptive for an upper tier municipal official plan.

- The current Regional Official Plan specifies the types of uses that may be permitted within various designations including Urban Growth Centres, Regional Centres, Waterfront Places, Local Centres, Regional Corridors and Local Corridors. The Amendment would enable higher density transit-oriented development. The permitted uses listed in the Amendment are not exhaustive, but provide direction to the area municipalities. Detailed land use policies and designations within PMTSAs will need to be further refined by the area municipalities within their respective planning documents.

d) Support was noted for the existing Oshawa GO Station not being proposed as an MTSA due to its existing context and the limited ability to provide for compatible higher density uses. This comment has been noted and the area has not been included as a PTMSA in the recommended Amendment.

5.4 A summary of the submissions received, and responses, are provided as Attachment #2.

6. Notice of Meeting

6.1 Notification of the meeting time and location of this Planning and Economic Development Committee Meeting was sent to all the requested notification, in accordance with Regional Council procedure.

6.2 The recommendation of the Planning and Economic Development Committee on the amendment is scheduled to be considered by Regional Council on December 22, 2021.

7. Overview of Recommended Amendment

7.1 The recommended Amendment provides a policy framework to delineate PMTSAs, establishes a minimum 150 people and jobs per hectare density target for PMTSAs, and introduces supporting implementation policies. The recommended amendment will:

a. Delineate the geographic extent of seven PMTSAs across the Region;
b. Establish the vision, goals and objectives for areas so delineated;
c. Implement of provincial policy as appropriate;
d. Identify housing types and built form that will support intensification and Transit Oriented Development (TOD);
e. Recognize best practices for TOD in PMTSAs;
f. Enable a variety of transit-oriented land uses;
Prioritize active transportation and encourage the optimization of parking in PMTSAs;
g. Promote an inviting and pedestrian oriented public realm, that enhance connectivity, generate employment and guide residential growth in PMTSAs; and
h. Provide clear policy guidance to area municipalities for inclusion within their respective official plan updates related to PMTSAs.

7.2 The recommended Amendment includes delineations for PMTSAs at the following locations:

a. Pickering GO Station;
b. Ajax GO Station;
c. Whitby GO Station;
d. Proposed Thornton's Corners GO Station;
e. Proposed Central Oshawa GO Station;
f. Proposed Courtice GO Station; and
g. Proposed Bowmanville GO Station.

7.3 Detailed land use designations within PMTSAs will be undertaken by the affected area municipalities, either through separate amendments to their official plans, or when they complete their comprehensive official plan updates.

7.4 Due to the context of the lands surrounding the existing Oshawa GO station characterized by industrial and transportation land uses and infrastructure, there is limited ability for compatible mixed-use intensification at this time. Therefore, this area is not being put forward as a PMTSA through the recommended Amendment.

7.5 The Municipality of Clarington has requested that the Courtice PMTSA boundary also include an area outside the existing urban area boundary, east of Courtice Road. Since the broader Land Needs Assessment for the Region's municipal comprehensive review is not yet complete, the need and location for any urban boundary expansions will be presented once the LNA is completed. The recommended Amendment for PMTSAs does not include any recommendation for urban boundary expansions.

7.6 The southeast corner of Courtice Road and Baseline Road falls in proximity to the Darlington Nuclear Generating Station, in the area commonly referred to as the "Automatic Action Zone" (AAZ), that is used for emergency planning purposes. Comments were received through the Envision Durham Growth Management Study on the Courtice PMTSA from both Ontario Power Generation and the Canadian Nuclear Safety Commission, raising concerns regarding permissions for sensitive uses particularly residential within the AAZ. A policy has been added to the recommended amendment to restrict sensitive uses east of Courtice Road and south of Baseline Road, within the Courtice PMTSA boundary.

7.7 It is recommended that the Official Plan of The Regional Municipality of Durham be amended as set out in Attachment #1 to this report. The recommended Amendment adds policy language to certain sections, and renumbers some sections of the

Durham Regional Official Plan and introduces a new Schedule “C5” to the Durham Regional Official Plan.

8. Connection to the Envision Durham Growth Management Study

8.1 Through Envision Durham, the Region has been undertaking a Growth Management Study, including a Housing Intensification Study, and an Employment Strategy as components of the Land Needs Assessment.

8.2 The Study indicates that PMTSAs have the potential to accommodate a significant level of growth, and are appropriate locations for a mix of residential and employment related development. The growth potential was assessed, and applying the policies set out in the Growth Plan for the Greater Golden Horseshoe, the proposed amendment includes a planned minimum density target of 150 residents and jobs per hectare. The density target is supported, by a diverse mix of uses, including additional residential units and affordable housing, that will support existing and planned transit service levels.

8.3 The Housing Intensification Study evaluated the proposed PMTSAs and their potential to accommodate intensification. All of the Region’s proposed PMTSAs were determined to have significant growth potential, and can accommodate the Growth Plan’s minimum density target of 150 residents and jobs per hectare.

8.4 The Employment Strategy included a detailed review of proposed Employment Area conversions, including those within PMTSAs. The proposed PMTSAs will provide for the focused development of a higher density mix of uses, including employment uses at rapid transit stations. The amendment will enable PMTSAs to function as new destinations, with policies that will support more intensive transit related employment uses. The proposed employment conversions will enable the implementation of PMTSAs and is recommended through a separate report coincident with this report.

9. Conclusion

9.1 The recommended Amendment is a result of a comprehensive process that involved extensive public and agency consultation. The recommended Amendment conforms with provincial policy, particularly the Growth Plan for the Greater Golden Horseshoe’s policies related to PMTSAs.

9.2 It is recommended that Amendment #186 to the Durham Regional Official Plan, as show in Attachment #1, be adopted and forwarded to the Province for approval under Sections 17 and 26 of the Planning Act.

9.3 It is also recommended that the “Notice of Adoption” be sent to the Minister of Municipal Affairs and Housing, the area municipalities, the Ministry of Transportation, Ministry of Economic Development, Job Creation and Trade, Metrolinx, the Envision Durham Interested Parties contact list, and all other persons or public bodies who requested notification of this decision.

10. Relationship to Strategic Plan

10.1 This report aligns with/addresses the following strategic goals and priorities in the Durham Region Strategic Plan:

a. Under the goal of Community Vitality, 2.1, Revitalize existing neighbourhoods and build complete communities that are walkable, well-connected, and have a mix of attainable housing; and
b. Under the goal of Economic Prosperity, 3.3, Enhance communication and transportation networks to better connect people and move goods more effectively.

11. Attachments

Attachment #1: Amendment #186 to the Durham Regional Official Plan

Attachment #2: Submissions and Responses received related to the proposed PMTSA Amendment

Respectfully submitted,

Original signed by

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

Recommended for Presentation to Committee

Elaine C. Baxter-Trahair
Chief Administrative Officer

Attachment #1

Amendment #186 to the Durham Regional Official Plan

Purpose and Effect:

The purpose of this Amendment is to establish a policy framework and delineations for Protected Major Transit Station Areas and the establishment of a minimum density target for these Areas in the Durham Regional Official Plan.

This Amendment also provides a Regional policy framework to guide further implementation of Protected Major Transit Station Areas.

Location:

Lands generally surrounding existing and future higher order transit corridor stations and stops, and in particular, lands delineated around existing and future GO Stations as shown on Exhibits 1 and 2.

Basis:

Planning Act R.S.O 1990

The Planning Act (the Act) sets out Provincial interests and directions on many issues, including:
the adequate provision and efficient use of transportation, the appropriate location of growth and development, and the promotion of development that is designed to support public transit and be oriented to pedestrians.

Section 16(16) of the Act further sets out enabling policies for Upper-tier municipalities to:

- protect and delineate the boundaries of existing and planned higher order transit stations or stops;
- Set the minimum number of people and jobs per hectare for the planning areas; and
- Require the official plan of the applicable lower tier municipalities to include policies that authorize the use of land for building and structures that support minimum densities.

This Amendment for Protected Major Transit Station Areas meets the requirements of Section 16(16) of the Act to ensure certainty with respect to municipal objectives around leveraging transit investment by enabling transit supportive uses and densities.

Section 17(36.1.4) of the Act outlines the Major Transit Station Area policies which are sheltered from appeal; namely:

- The identification of Major Transit Station Areas through Section 16(16) and any changes to those polices.
- The Region or lower-tier municipality's Official Plan policies pertaining to Protected Major Transit Station Areas; and
- Policies that identify the minimum densities for lands, buildings or structures in Major Transit Station Areas.

Through the Region establishing Protected Major Transit Station Areas under Section 16(16), area municipalities will complete secondary planning exercises (or equivalent) to establish policies pertaining to Major Transit Station Areas, including policies which identify the authorized uses of land, buildings or structures in these areas and minimum densities for buildings or structures in Major Transit Station Areas.

A Place to Grow, 2019: Growth Plan for the Greater Golden Horseshoe and Amendment #1 2020

The Growth Plan 2019, Section 2.2.4 - Transit Corridors and Station Areas provides the Provincial policy framework for Protected Major Transit Station Areas on priority transit corridors and outlines criteria to be met to delineate the boundaries of Major Transit Station Areas and establish minimum or alternative density targets. This amendment is also being undertaken as part of the Region's municipal comprehensive review under Section 26 of the Planning Act.

The Amendment to include Protected Major Transit Station Areas meets the requirements of Section 2.2.4 of the Growth Plan as well as achieves overall Growth Plan objectives related to planning a complete community that supports the intensification of existing built-up areas, more compact greenfield development, and better alignment between land use and transit planning.

The proposed amendment will designate and delineate seven Protected Major Transit Station Areas on the GO East Rail line. The amendment also establishes a policy framework to facilitate implementation planning by directing the applicable area municipalities to undertake comprehensive land use planning to meet minimum requirements.

Through Envision Durham and the associated Growth Management Study, the Region undertook work in consultation with the City of Pickering, Town of Ajax, Town of Whitby,

City of Oshawa and Municipality of Clarington to delineate the Protected Major Transit Station Area boundaries, and set a minimum density of 150 people and jobs per hectare to support local planning contexts and Provincial policy requirements.

This Amendment conforms to the Durham Regional Official Plan, the Growth Plan for the Greater Golden Horseshoe and is consistent with the Provincial Policy Statement.

Amendment:

The Official Plan of The Regional Municipality of Durham is hereby amended as follows:

1) Adding policy language to certain sections and renumbering some sections of the Durham Regional Official Plan as per Table 1 attached hereto; and

2) Introducing Schedule ‘C5’ to the Durham Regional Official Plan, as illustrated on Exhibits 1 and 2.

Implementation:

1) Notwithstanding the land use designations illustrated in the Regional Structure of the Durham Regional Official Plan on Schedules ‘A4’ and ‘A5’, for lands identified as Protected Major Transit Station Areas on Schedule ‘C5’, the policies for Protected Major Transit Station Areas shall apply. The provisions set forth in the Durham Regional Official Plan regarding the implementation of the Plan shall apply in regard to this Amendment.

Table 1:

Item	Old Section Number	New Section Number	Details of Policy Amendment
1.		8.1.9	• Add a new policy to read as follows: "To plan for *transit-oriented development* within walking distance of existing and planned rapid transit stations as focal points for active transportation and a compatible mix of higher density uses."
2.	Sub-heading (after new policy 8.1.9)		• Add the phrase "PROTECTED MAJOR TRANSIT STATION AREAS" after "CENTRES, CORRIDORS," The sub-heading will therefore read as follows: "CENTRES, CORRIDORS, PROTECTED MAJOR TRANSIT STATION AREAS AND WATERFRONT PLACES"
3.	8.1.9	8.1.10	• Add a comma after the phrase "Urban Growth Centres" • Delete the word "and" between "Urban Growth Centres" and "Regional Centres" • Add the phrase "and Protected Major Transit Station Areas" after "Regional Centres" • Add the phrase "and intensification" after the phrase "urban development" The policy will therefore read as follows: "To recognize Urban Growth Centres, Regional Centres and Protected Major Transit Station Areas in Urban Areas as focal points of urban development and intensification in the Region."
4.	8.1.10	8.1.11	
5.	8.1.11	8.1.12	• Add the word "Centres" and a comma after the word "Regional" • Delete the word "and" between "Regional" and "Local Centres" • Add the phrase "and Protected Major

Item	Old Section Number	New Section Number	Details of Policy Amendment
			Transit Station Areas" after "Local Centres" The policy will therefore read as follows: "To develop Urban Growth Centres, Regional Centres, Local Centres and Protected Major Transit Station Areas that are characterized by distinctive forms of art and architecture."
6.	8.1.12	8.1.13	
7.	8.1.13	8.1.14	
8.	8.1.14	8.1.15	• Add a comma after the phrase "Regional Centres" • Add the phrase "Protected Major Transit Station Areas" after "Regional Centres" The policy will therefore read as follows: "To link Urban Growth Centres, Regional Centres**,** Protected Major Transit Station Areas and Waterfront Places with supportive Corridors focused on *active transportation* and transit routes."
9.		8.1.16	• Add a new policy to read as follows and renumber subsequent sections accordingly: "To build upon significant place-making opportunities within Protected Major Transit Station Areas, as focal points for high density, mixed-use, *transit-oriented development* and a pedestrian-oriented public realm."
10.	8.1.15	8.1.17	
11.	8.1.16	8.1.18	
12.	8.1.17	8.1.19	
13.	8.1.18	8.1.20	
14.	8.1.19	8.1.21	
15.	8.2.1 b)		• Add a comma after "Centres" • Delete the word "and" between "Centres" and "Corridors" • Add the phrase "and Protected Major Transit Station Areas" after "Corridors" The subsection will therefore read as follows:

Item	Old Section Number	New Section Number	Details of Policy Amendment
			"a mixture of uses in appropriate locations, with particular consideration given to Centres**,** Corridors and Protected Major Transit Station Areas;"
16.	8.3.6		• Add comma after "Corridors" • Add the phrase "and Protected Major Transit Station Areas" after "Corridors" The policy will therefore read as follows: "Commercial uses shall be concentrated in locations that are supportive of the function of Regional and Local Centres and Corridors, and Protected Major Transit Station Areas, in accordance with the policies of this Plan."
17.	8.3.10 d)		• Delete the phrase "forms and patterns" after the phrase "policies to promote" and replace with "transit-oriented development" The subsection will therefore read as follows: "policies to promote *transit-oriented development"*
18.		8.3.10 e)	• Add a new subsection to read as follows: "policies, designations and delineations for Protected Major Transit Station Areas."
19.	Sub-Section Header 8A		• Add a comma after the word "Corridors" • Add phrase "Protected Major Transit Station Areas" after "Corridors" The header will therefore read as follows: "Centres, Corridors, Protected Major Transit Station Areas and Waterfront Places"
20.		Sub-heading (after 8A.1.3)	• Add a new sub-heading to read as follows: "PROTECTED MAJOR TRANSIT STATION AREAS"

Item	Old Section Number	New Section Number	Details of Policy Amendment
21.		8A.1.4	• Add a new policy to read as follows, and renumber subsequent sections accordingly: "Protected Major Transit Station Areas shall be developed as transit-oriented communities that encourage and support innovation and entrepreneurship, and integrate mixed-use development throughout, anchored by a Commuter Station or Transportation Hub."
22.	8A.1.4	8A.1.5	
23.	8A.1.5	8A.1.6	
24.		Sub-heading (after 8A.2.7)	• Add sub-heading to read as follows: "PROTECTED MAJOR TRANSIT STATION AREAS"
25.		8A.2.8	• Add new policy to read as follows and renumber subsequent sections accordingly: "Schedule 'A' identifies existing and future GO Stations along the Lakeshore East GO Rail line and the GO East Extension. Schedule 'C5' designates and delineates Protected Major Transit Station Areas at the following GO Station locations: a) Pickering; b) Ajax; c) Whitby; d) Thornton's Corners; e) Central Oshawa; f) Courtice; and g) Bowmanville."
26.		8A.2.9	• Add new policy to read as follows: "Protected Major Transit Station Areas will be planned as focal points within their respective communities, providing active places and

Item	Old Section Number	New Section Number	Details of Policy Amendment
			streetscapes, with a wide range and mix of high-density transit-oriented uses, based on pedestrian oriented built form."
27.		8A.2.10	• Add new policy to read as follows: "Notwithstanding the land use designations in the vicinity of the existing and future GO Stations identified on Schedule 'A', the following land uses will be permitted in Protected Major Transit Station Areas identified on Schedule 'C5': a) Higher density residential uses including, but not limited to, mid-rise and high-rise apartments, multiple attached dwellings, including but not limited to stacked townhouses, and live-work units; b) Offices and *major office*; c) Hotels and convention centres; d) Compatible employment uses, institutional uses, educational facilities and post-secondary institutions; e) Places of worship within mixed-use buildings rather than in freestanding buildings; f) Commercial uses including retail, both convenience retail and small-scale retail uses, restaurants, personal and professional service shops, and day care uses; g) Cultural, arts and entertainment uses; h) Recreational uses, amenities, and public art; i) Mixed use buildings that integrate community and commercial uses with upper-storey apartment and/or office uses to ensure amenities are provided in close proximity population and employment growth ; j) Home occupations; k) Public uses including infrastructure, libraries, recreation/community centres, parks, urban squares, trails and

Item	Old Section Number	New Section Number	Details of Policy Amendment
			conservation uses."
28.		8A.2.11	• Add new policy to read as follows: "The following land uses will be prohibited in Protected Major Transit Station Areas: a) Automobile-oriented uses such as drive-through establishments, gasoline stations, service stations, and car washes; and b) Land extensive uses such as automobile dealerships with outdoor vehicle storage and display areas, warehouses and storage facilities, including self-storage facilities."
29.		8A.2.12	Notwithstanding any other policies of this Plan to the contrary, *sensitive uses* are not permitted on the lands located within the Courtice Protected Major Transit Station Area, east of Courtice Road and south of Baseline Road in the Municipality of Clarington, due to proximity to the Darlington Nuclear Generation Station.
30.		8A.2.13	• Add new policy to read as follows: "Development within Protected Major Transit Station Areas will offer convenient, direct, sheltered pedestrian access from high-density development sites to neighbouring Commuter Stations or Transportation Hubs, recognizing matters of accessibility for persons with disabilities, pedestrians, cyclists, and connections to a variety of transportation modes."
31.		8A.2.14	• Add new policy to read as follows: "Protected Major Transit Station Areas shall be planned to accommodate a minimum overall density target of 150 people and jobs per *gross* hectare, in accordance with the Growth Plan for the Greater Golden Horseshoe. In cases where a Protected Major Transit Station Area and an Urban Growth Centre or Regional Centre overlap, the higher density requirements shall apply."
32.		8A.2.15	• Add new policy to read as follows:

Item	Old Section Number	New Section Number	Details of Policy Amendment
			"The Region, in consultation with the area municipalities and Metrolinx may, by amendment to this Plan, designate additional Protected Major Transit Station Areas coincident with planning for existing and future rapid transit facilities or stations."
33.		8A.2.16	• Add new policy to read as follows: "Local road and private access spacing and access permissions to Regional arterial roads within Protected Major Transit Station Areas will be addressed on a case-by-case basis to the satisfaction of the Region."
34.		8A.2.17	• Add new policy to read as follows: "The Province of Ontario has authorized the use of Inclusionary Zoning within Protected Major Transit Station Areas, to require the provision of affordable housing units within new developments. To support the application of Inclusionary Zoning: a) A Regional Assessment Report shall be completed which includes an analysis of demographics, income, housing supply, housing need and demand, current average market prices and rents and an analysis of potential impacts on the housing market, having regard to Section 4.3 of this Plan; and b) Area municipalities are encouraged to consider the application of Inclusionary Zoning in their respective Protected Major Transit Station Area through subsequent secondary planning, or equivalent, and zoning bylaw amendment processes."
35.		8A.2.18	• Add new policy to read as follows:

Item	Old Section Number	New Section Number	Details of Policy Amendment
			"Area municipal official plans shall include detailed policies, for each Protected Major Transit Station Area, which will: a) Delineate Protected Major Transit Station Area boundaries coincident with boundaries identified in Schedule 'C5' and provide detailed land use designations within the boundary; b) Establish minimum density, population, employment and housing targets to demonstrate achievement of the overall target of at least 150 people and jobs per ha; c) Establish a minimum job target for Protected Major Transit Station Areas; d) Enable alternative development standards to support transit-oriented development, including but not limited parking requirements which support the use of transit; e) Support the creation of focal points by concentrating the highest densities in close proximity to Commuter Stations or Transportation Hubs; f) Include policies or approaches to ensure that the heights and densities of buildings are appropriately scaled to ensure compatibility with neighbouring lower density residential areas; g) Include policies to ensure that required transportation, servicing and other infrastructure is in place prior to, or coincident with new development; h) Support the efficient use of land, including requirements for structured parking, and shared parking as part of new development; i) account for the retention or replacement of existing station access infrastructure (pedestrian, bus, cycle, pick-up and drop-off, and vehicle parking), as well as the

Item	Old Section Number	New Section Number	Details of Policy Amendment
			protection for future facility expansion when new development on existing GO station lands is proposed; j) Incorporate Urban Design and Sustainability Guidelines to guide the desired density, built form, building placement, access requirements and approaches for a pedestrian oriented public realm, that: i. Provide appropriate transitions in building heights to surrounding areas and public spaces; ii. Direct that all development will be designed to be pedestrian-oriented and accessible to all ages and abilities; iii. Require buildings to frame streets, with frequent pedestrian entrances; iv. Restrict vehicular access to private property from adjacent local roadways; v. Support the use of rear lanes to serve development loading, servicing and vehicular parking access requirements rather than strictly along local public streets, where appropriate; vi. Require vehicular parking to be located below grade or located in a manner to minimize the visual impact on streets, parks, open spaces, pedestrian walkways and other land uses. With the exception of bus parking, surface parking will be minimized; vii. Incorporate the use of design elements to assist with orientation, including wayfinding and the use of gateways and entrance feature; viii. Require that connections to the Commuter Stations or

Item	Old Section Number	New Section Number	Details of Policy Amendment
			Transportation Hubs include pedestrian weather protection and station way-finding; and ix. Establish sustainable design measures and key sustainability principles for development in Protected Major Transit Station Areas; k) Include policies that encourage place-making through policy approaches that: i. Ensure a well-defined public realm that provides active gathering spaces, pedestrian destinations and connections; ii. Support the establishment of integrated trails, parks and open space systems for various levels of use year-round; iii. Provide active streetscapes with sidewalks or multi-use paths on both sides of all roads, and related for pedestrian amenities; iv. Encourage streets and boulevards to be designed to allow for patios, sitting areas, while ensuring adequate space for pedestrians and streetscape plantings for shade and beautification; v. Encourage sustainable technologies, permeable pavers, low impact development techniques, and designs which support the use of renewable energy in the design of new development, the public realm and streetscapes. l) Include sustainable transportation policies that: i. Ensure that road designs support transit

Item	Old Section Number	New Section Number	Details of Policy Amendment
			use, pedestrian travel, and cycling while accommodating automobile travel; ii. Support active transportation through safe, well-designed and direct connections between and amongst component uses and transit stations; iii. Include adequate and secure long-term and short-term bicycle parking and end-of-trip facilities; and iv. Include below grade pedestrian connections, including knock-out panels where deemed appropriate, to facilitate a continuous pedestrian network between development sites."
36.		8A.2.19	• Add new policy to read as follows: "The Region and the respective area municipality may require the coordination of development applications through measures such as Master Development Agreements or other similar approaches, to ensure an orderly, coordinated and phased approach to the provision of transportation, servicing and other infrastructure are provided prior to or coincident with development."
37.		8A.2.20	• Add new policy to read as follows: "The Region and area municipalities may require cost-sharing agreements, front-ending agreements or other measures as appropriate to ensure the timely delivery of infrastructure and the equitable distribution of development and infrastructure costs."
38.		8A.2.21	• Add new policy to read as follows: "In the event that development within a Protected Major Transit Station Area is proposed above a rail corridor, all appropriate technical studies must be undertaken to the satisfaction of the applicable railway authority, to ensure the following:

Item	Old Section Number	New Section Number	Details of Policy Amendment
			a) existing and future capacity and safety of train operations in the rail corridor will not be compromised; b) flexibility for future expansion to rail operations and modifications and improvements to the track and signal system will not be reduced; and c) all environmental, safety and mitigation concerns associated with such development, including noise, vibration, air quality, parking, snow and ice accumulation, servicing, pedestrian access and vehicle access, and the capacity of the transportation system serving such development have been satisfactorily addressed to the satisfaction of the rail authority, the Region and the applicable area municipality."
39.	8A.2.8	8A.2.22	
40.	8A.2.9	8A.2.23	• Add a comma after "Regional Centres" • Ass phrase "Protected Major Transit Station Areas" after the phrase " Regional Centres" The policy will therefore read as follows: "Regional Corridors shall be planned and developed in accordance with Policy 8A.1.5 and the relevant Policies of the underlying land-use designation, as higher density mixed-use areas, supporting higher order transit services and pedestrian oriented development. The Regional Corridors shall provide efficient transportation links to the Urban Growth Centres and Regional Centres, Protected Major Transit Station Areas, as well as other centres in adjacent municipalities. Portions of Regional Corridors with an underlying Living Area designation, which are identified as appropriate for higher density mixed-use

Item	Old Section Number	New Section Number	Details of Policy Amendment
			development in area municipal official plans, shall support an overall, long-term density target of at least 60 residential units per *gross* hectare and a *floor space index* of 2.5. The built form should be a wide variety of building forms, generally mid-rise in height, with some higher buildings, as detailed in area municipal official plans."
41.	8A.2.10	8A.2.24	
42.	8A.2.11	8A.2.25	
43.	8A.2.12	8A.2.26	
44.	8A.2.13	8A.2.27	
45.	8A.2.14	8A.2.28	
46.	8A.2.14 f)	8A.2.28 f)	• Delete subsection "f) transit nodes" and renumber subsequent sections accordingly
47.	8A.2.14 g)	8A.2.28 f)	• Add a comma after "Local Corridors" • Add the phrase "Protected Major Transit Station Areas," after "Local Corridors" The policy will therefore read as follows: "policies to ensure and guide higher density *development* in Urban Growth Centres, Regional and Local Centres, Regional and Local Corridors, Protected Major Transit Station Areas, and Waterfront Places, while protecting the integrity of historic downtowns, where applicable;"
48.	8A.2.14 h)	8A.2.28 g)	
49.	8A.2.14 i)	8A.2.28 h)	• Add a comma after "Corridors" • Add the phrase "Protected Major Transit Station Areas," after "Local Corridors" The policy will therefore read as follows: "policies for the phasing of development in Centres, Corridors, Protected Major Transit Station Areas, and Waterfront Places, to ensure the implementation of the higher density form and function targets of this Plan; and
50.	8A.2.14 j)	8A.2.28 i)	
51.	8A.2.15	8A.2.29	
52.	8A.2.16	8A.2.30	• Add a comma after "Regional Centres" • Add the phrase "Protected Major Transit

Item	Old Section Number	New Section Number	Details of Policy Amendment
			Station Areas," after "Regional Centre" • Add a comma after "Regional Corridors" The policy will therefore read as follows: "In the preparation of area municipal zoning by-laws, Councils of the area municipalities shall develop permissive zoning within Urban Growth Centres, Regional Centres, Protected Major Transit Station Areas, and along Regional Corridors, as an incentive to implement higher density, mixed-use *development* in these areas consistent with the intent of this Plan."
53.	11.3.19		• Delete the phrase "Policy 8A.2.2" • Add the phrase "Policies 8A.2.8 through 8A.2.20" after the phrase "context in accordance with" • Add the phrase "that are also identified as Protected Major Transit Station Areas," after "Commuter Stations" • Delete the second paragraph in its entirety The policy will therefore read as follows: In support of existing and future transit services, *development* adjacent to a Transportation Hub, Commuter Station, Rapid Transit Spine and the High Frequency Transit Network designated on Schedule 'C' – Map 'C3', Transit Priority Network, shall provide for: a) complementary higher density and mixed uses at an appropriate scale and context in accordance with Policies 8A.2.8 through 8A.2.20 for Transportation Hubs and Commuter Stations that are also identified as Protected Major Transit Station Areas, and Policy 8A.2.9, where a Rapid Transit Spine or the High Frequency Transit Network is within

Item	Old Section Number	New Section Number	Details of Policy Amendment
			Regional Corridors; b) buildings oriented towards the street, to reduce walking distances to transit facilities; c) facilities which support non-auto modes including: drop off facilities, bus bays, bus loops, bus shelters, walkways, trails and other pedestrian and cycling facilities; and d) limited surface parking and the potential *redevelopment* of existing surface parking."
54.		14.10.4	• Add a new policy as follows and renumber subsequent section accordingly: "The effect of new policies, implementing by-laws and projects within Protected Major Transit Station Areas will be monitored in consultation with the area municipalities, based on the following: a) the amount, type and pace of development; b) the mix and density of land uses in the area; c) the re-use and demolition of existing buildings, including heritage buildings; d) the amount and type of employment; e) the overall population; f) the unit count and mix of housing types; g) the population to job ratio; h) parking spaces, loading facilities, transit improvements and active transportation infrastructure; and i) the size, scale and extent of public uses, including parks, recreational facilities and schools."
55.	14.10.4	14.10.5	

Item	Old Section Number	New Section Number	Details of Policy Amendment
56.		15.8	• Add a new policy as follows and renumber subsequent sections accordingly: "As per the policies of the Growth Plan for the Greater Golden Horseshoe, amendments to a Protected Major Transit Station Area delineation, as shown on Schedule 'C5', will require an amendment to this Plan."
57.	15.8	15.9	
58.	15.9	15.10	
59.	15.10	15.11	
60.	15.11	15.12	
61.	15.12	15.13	
62.	15.13	15.14	
63.	15 A		• Add Transit-Oriented Development (TOD) to Section 15A (Definitions) Definition reads as follows: "Transit-Oriented Development (TOD): is the clustering of high-density, compact development in proximity to transit infrastructure. The design of TOD places includes a mix of residential, community use, retail and other pedestrian amenities that support transit ridership, along with good quality active transportation connections."

Schedules:

- Exhibit 1: Map 'C5a' – Protected Major Transit Station Area delineations
- Exhibit 2: Map ‘C5b’ – Protected Major Transit Station Area delineations

OFFICIAL PLAN OF THE REGIONAL MUNICIPALITY OF DURHAM

SCHEDULE 'C' - MAP 'C5a' PROTECTED MAJOR TRANSIT STATION AREAS

Exhibit 1 to Regional Official Plan Amendment 186

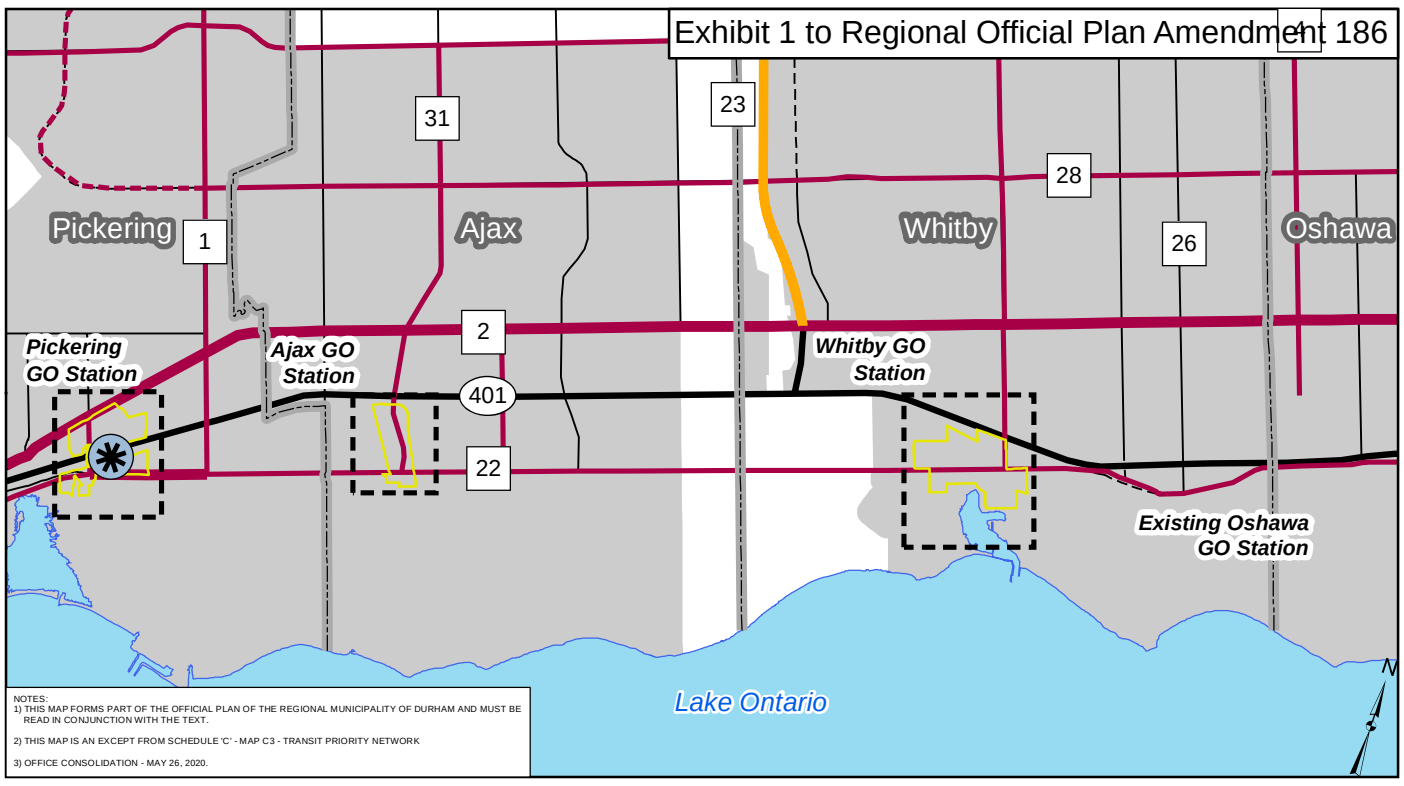
LEGEND

PROTECTED MAJOR TRANSIT STATION AREA

URBAN AREA

MUNICIPAL BOUNDARY

EXISTING		FUTURE
	COMMUTER RAIL	
	FREEWAY TRANSIT	
	RAPID TRANSIT SPINE	
	HIGH FREQUENCY TRANSIT NETWORK	
	TRANSPORTATION HUB	
	COMMUTER STATION	



NOTES:
1) THIS MAP FORMS PART OF THE OFFICIAL PLAN OF THE REGIONAL MUNICIPALITY OF DURHAM AND MUST BE READ IN CONJUNCTION WITH THE TEXT.

2) THIS MAP IS AN EXCEPT FROM SCHEDULE 'C' - MAP C3 - TRANSIT PRIORITY NETWORK

3) OFFICE CONSOLIDATION - MAY 26, 2020.

OFFICIAL PLAN OF THE REGIONAL MUNICIPALITY OF DURHAM

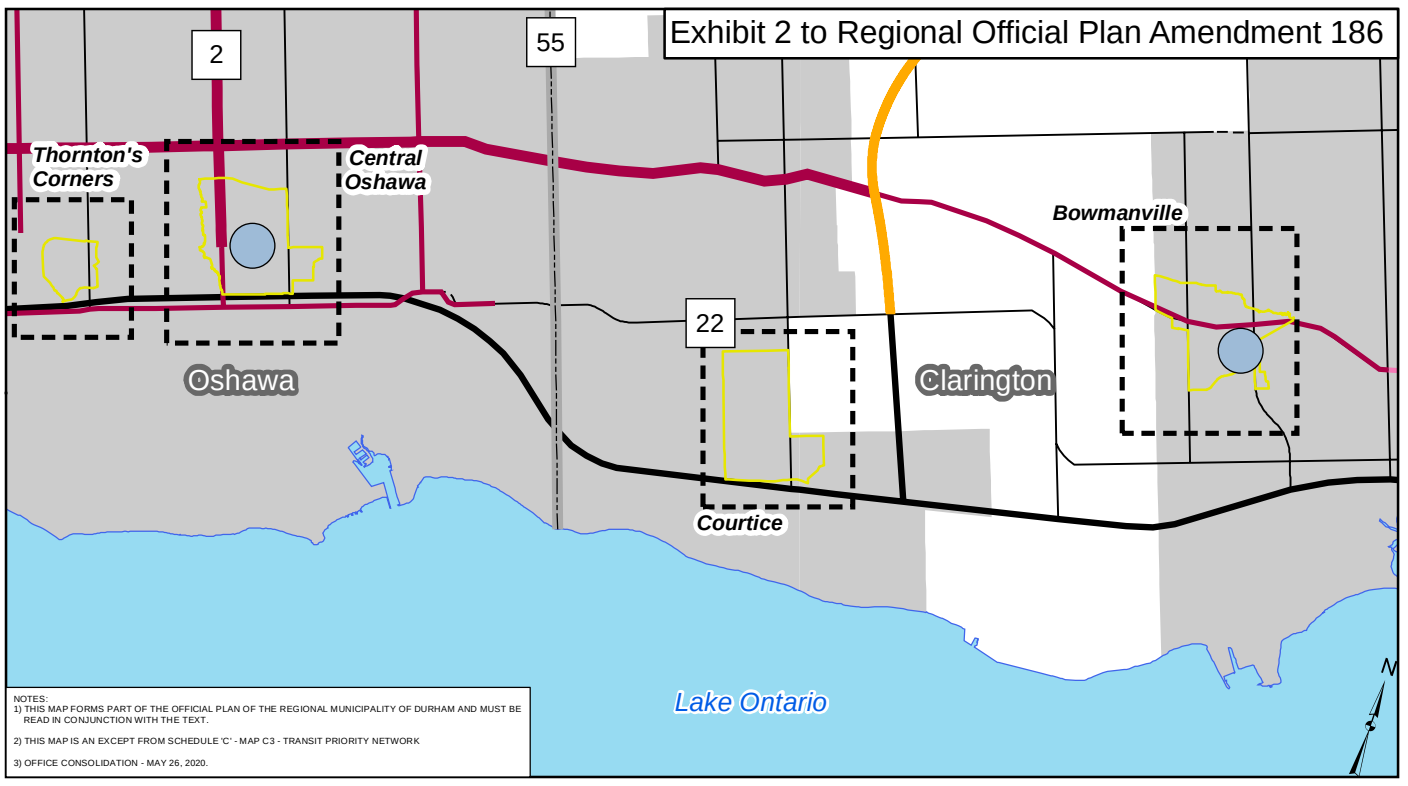
SCHEDULE 'C' - MAP 'C5b' PROTECTED MAJOR TRANSIT STATION AREAS

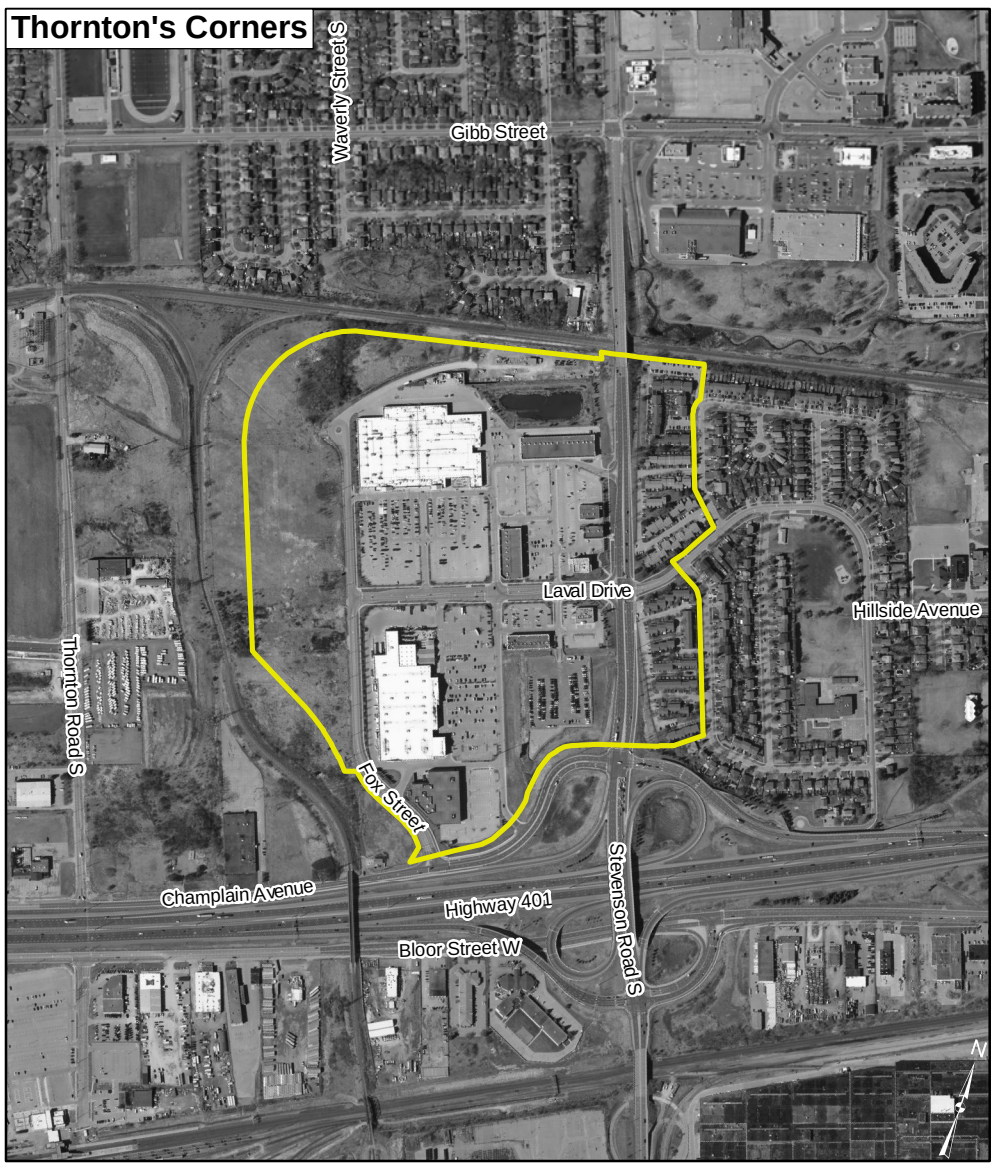
LEGEND

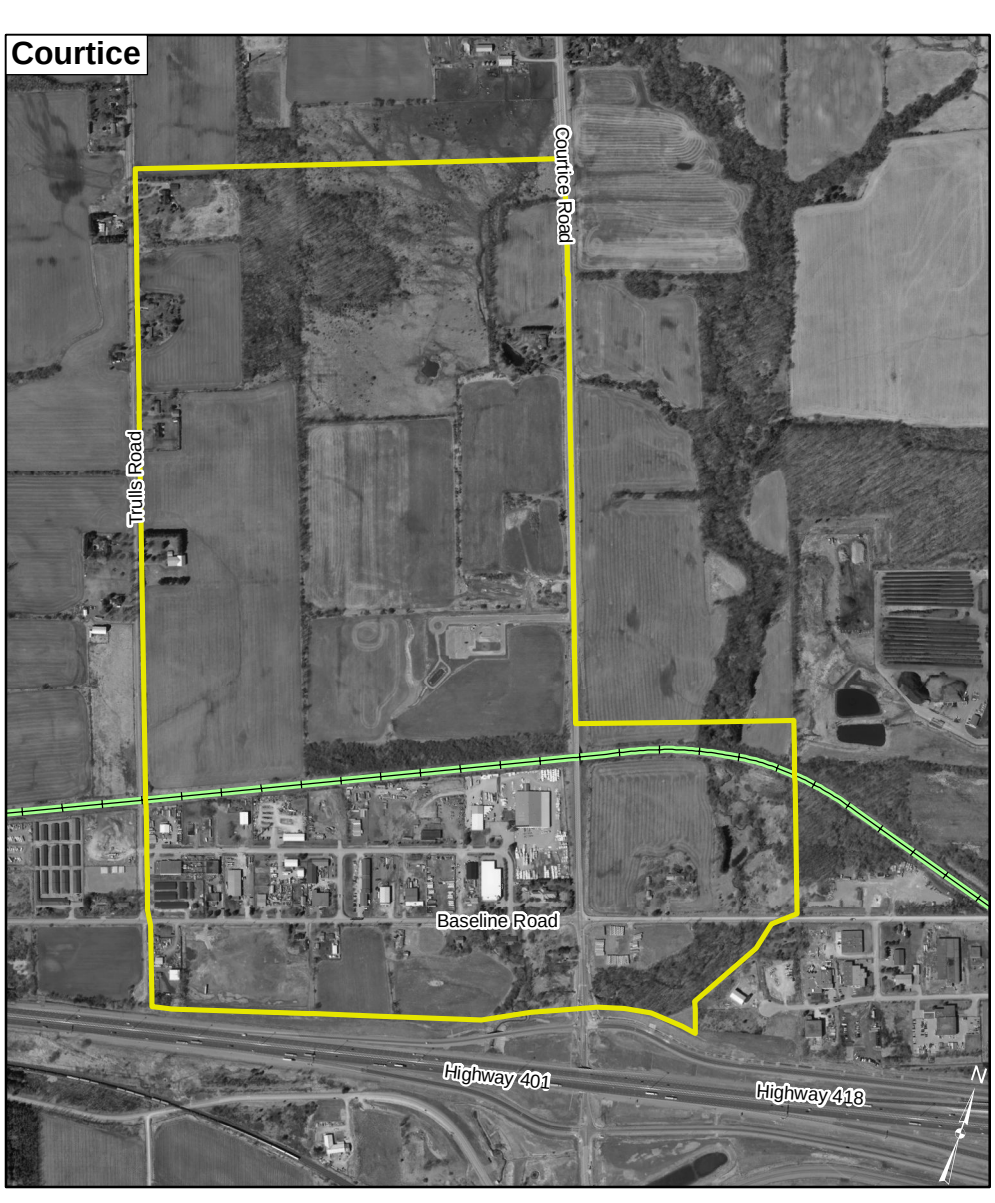
PROTECTED MAJOR TRANSIT STATION AREA

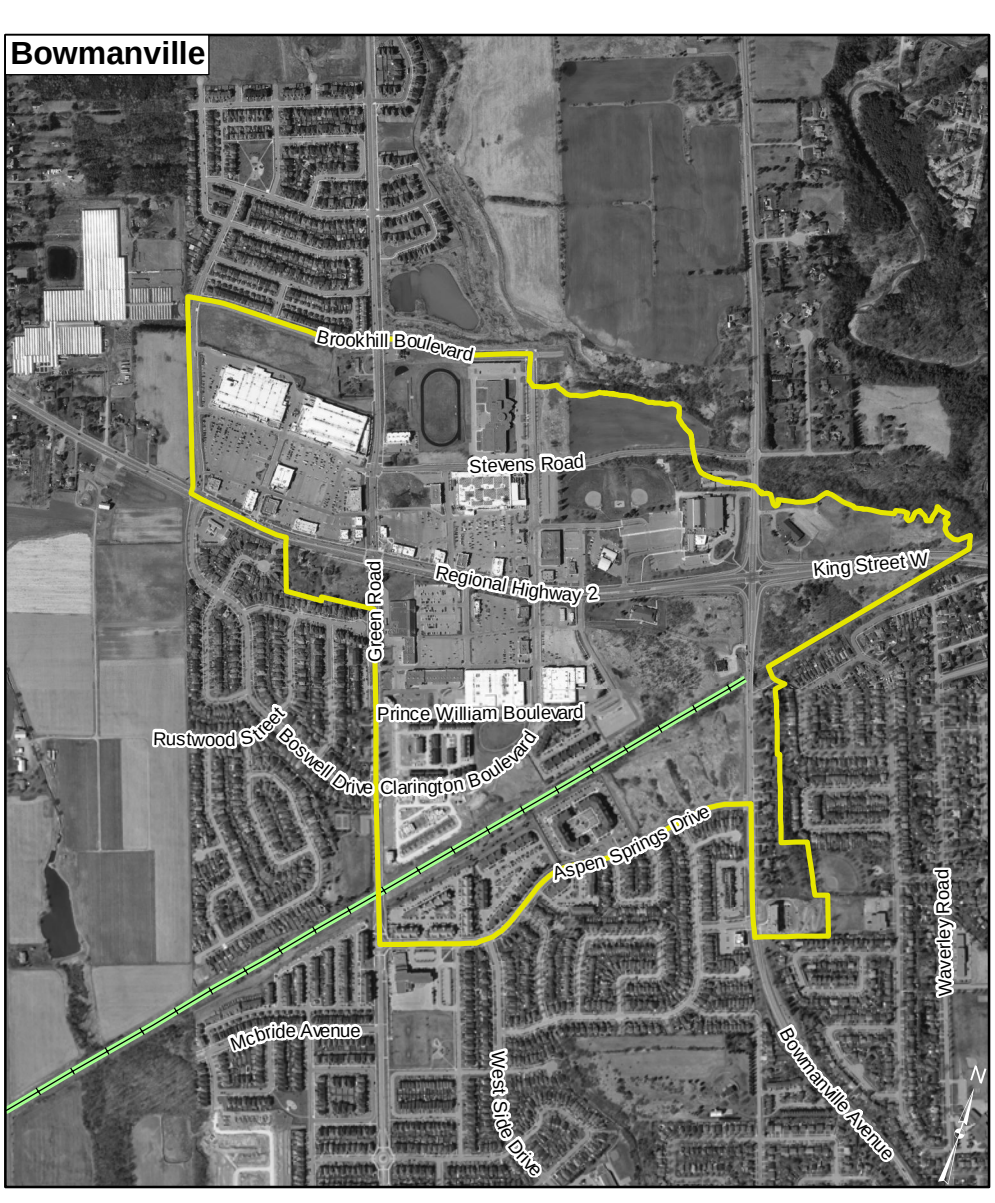
URBAN AREA — MUNICIPAL BOUNDARY

EXISTING		FUTURE
	COMMUTER RAIL	
	FREEWAY TRANSIT	
	RAPID TRANSIT SPINE	
	HIGH FREQUENCY TRANSIT NETWORK	
	TRANSPORTATION HUB	
	COMMUTER STATION	









Submission Number and Name	Description of Submission	Regional Staff Response
Area Municipalities (AM)		
Town of Ajax AM 001-001	When will the Planning Department consider the comments and recommendations from municipalities on land conversions?	The employment conversion requests have been addressed by the Region's Growth Management Study consultant through the Employment Strategy Technical Report which was released on September 24, 2021. Recommendations on the employment conversions brought to Regional Planning and Economic Development Committee and Council's consideration coincident with staff's recommendations on the PMTSA Amendment.
Town of Ajax AM 001-002	While staff generally support the delineation of the boundaries, the absence of policy that allow minor refinements to the boundaries has the potential to result in a number of minor amendments that could be costly and time consuming; and can negatively impact positive planning objectives. Staff request that a reconsideration or revised policy be introduced to permit minor adjustments to the boundaries of the PMTSA without amendment to the Plan, as long as the general intent of the Plan is maintained.	Disagree. The Ministry of Municipal Affairs and Housing in their comments have advised that the requested local minor refinement process cannot occur as this approach would not conform to the Planning Act or A Place to Grow Act. The delineations once approved in the Regional Official Plan may only be modified by way of an amendment to the Regional Official Plan.
City of Pickering AM 002-001	The bulleted points in relation to Sections 16(16) and 17 of the *Planning Act* are accidentally shown with formatting issues.	Comment noted.
City of Pickering AM 002-002	Staff, through previous comments requested to the Region to revise the policy direction to allow	The Preamble of the Recommended Amendment encourages the use of Secondary Plans to implement the policy

Submission Number and Name	Description of Submission	Regional Staff Response
	completion of Secondary Plans, block plans **or equivalent**." The proposed change has not been included in the amendment. It is requested that the Region consider wording in the Basis of the ROPA and in proposed new policy 8A.2.16 to permit an equivalent process to a secondary planning process for the establishment of PMTSA policies.	framework at the area municipal level. The term "and equivalent" has been added to the Preamble of the amendment. Policy 8A.2.18 of the Recommended Amendment proposes that Area municipal official plans shall include detailed policies, for each Protected Major Transit Station Area. The proposed policies require more detailed planning to be undertaken by the area municipalities for PMTSAs. For Policy 8A.2.17 that references "secondary planning and zoning bylaw amendment processes" in relation to inclusionary zoning, the term "or equivalent" has been added to the amendment.
City of Pickering AM 002-003	For proposed policy 8A.1.4, consider if the use of "…foster innovation and entrepreneurship" is appropriate in the context of describing a land use as a goal for how PMTSA should be developed	Comment noted. The phrase "foster innovation and entrepreneurship" is intended to provide direction to the goals of a PMTSA and is appropriate as a broad land use goal for how a PMTSA may be developed.
City of Pickering AM 002-004	For proposed policy 8A.2.16, consider including a cross-reference to DROP policy 4.3.2 regarding affordable housing	Comment noted. The suggested cross reference has been added to Policy 8A.2.17 a).
City of Pickering AM 002-005	For proposed policy 8A.2.17 (a) - 8A.2.17 (d) consider alternative wording to proposed policy language. Proposed changes include adding "job ratio" and clarifying the mechanisms for achieving these minimums. Suggested other grammar improvements.	Comment noted. Use of a job ratio is one approach to satisfy minimum job requirements Detailed area specific policies, such as supporting employment, can be achieved through local municipal policies and through the review and approval of development applications, keeping in mind site specific conditions.
City of Pickering AM 002-006	In the implementation section of the ROP, consider including the following policy:	Agree. A new Policy 15.8 has been added to the recommended Amendment.

Submission Number and Name	Description of Submission	Regional Staff Response
	• a policy clarifying amendments to the PMTSA boundaries require a Regional Official Plan Amendment.	
City of Pickering AM 002-007	In the Interpretation section of the ROP, consider providing clarification regarding the applicability of policies associated with overlapping designations within PMTSAs.	Comment noted. Policy 8A.2.14 of the recommended Amendment indicates that where overlapping delineations occur, that the higher density requirement shall apply.
Municipality of Clarington AM 003-001	Staff request that the Region amend the proposed draft amendment to include and/or amend the policies as suggested in previous staff reports. This would create a strong foundation for which local area municipalities can work from when planning the PMTSAs.	Comment noted. See earlier responses in Commissioner's Report #2021-P-21. Section 16(16) of the Planning Act indicates that if an official plan contains policies for protected major transit station areas, it must also contain policies that identify the number of residents and jobs collectively per hectare that are planned to be accommodated within the area, and require official plans of the relevant lower tier municipality to identify the authorized uses of land in the area and of buildings or structures on lands in the area. Section 2.2.4.6 of the Growth Plan indicates that within MTSAs, land uses and built form that would adversely affect the achievement of the minimum density targets in this Plan will be prohibited. Additional policies are provided in 2.2.4.8 and 2.2.4.9. The recommended amendment achieves conformity with the policies of the Growth Plan, by including the appropriate level of detail in the Regional Official Plan.
Municipality of Clarington AM 003-002	The municipality requests that the implementing ROPA be clear in terms of respecting the role of the local Council as being the final decision maker in terms of zoning and site plan control.	Comment noted. Policy 8A.2.30 of the recommended Amendment states: "In the preparation of area municipal zoning by-laws, Councils of the area municipalities shall develop permissive zoning within Urban Growth Centres, Regional Centres,

Submission Number and Name	Description of Submission	Regional Staff Response
		Protected Major Transit Station Areas and along Regional Corridors, as an incentive to implement higher density, mixed-use development in these areas consistent with the intent of this Plan." Existing Policy 8A.2.29 was amended to include reference to "PMTSAs" in light the role of the local Councils to administer zoning by-laws.
Municipality of Clarington AM 003-003	Clarington Staff feel there is a missing component in the Region's proposed ROPA with relation to Sustainability and its link to Mobility within the Region. The ROP policies should incorporate sustainable design measures and key sustainability principles to guide the policies and be a driving force of the design of the Region's PMTSAs. Staff feel the Region's policies need to emphasize more frequent transit to connect with the Major Transit Station Areas. At a site-specific level, Staff would like: • the Region to incorporate clear minimum requirements for sites and buildings. • the Region require local area municipalities to include appropriate Green Building Standards as a part of local MCRs, Secondary Plans and Development Application Review processes.	Agree. Policy 8A.2.18 has been revised to include reference to Urban Design and Sustainability Guidelines. Envision Durham and the new Regional Official Plan will address sustainability principles as an overarching goal. Sustainability targets for individual buildings are more appropriately implemented at the area municipal level.
Municipality of Clarington	Staff suggest that the Region update the PMTSA policies to incorporate the 6 Key Economic	Through Envision Durham, the new ROP will incorporate a new strategic direction and chapter related to a "Prosperous

Submission Number and Name	Description of Submission	Regional Staff Response
AM 003-004	Development Sectors in the Region's Economic Development Strategy	Economy". The Region's Economic Development Strategy and Action Plan will be referenced in this new Chapter. It is proposed that the Strategic Direction will not list specific sectors as the Economic Development Strategy may be amended from time to time, and it is, in fact, in the process of being updated at this time.
Municipality of Clarington AM 003-005	The delineation of MTSA's should be conceptual, similar to the current policies for Regional Centres. The detailed delineation and boundary should be left to local Official Plans, Secondary Plans and/or Master Block Plans. This approach will respect the local council/municipality in guiding development through local planning tools, will reduce unnecessary ROPA's for minor changes, and will add certainty as developers will continue to deal with municipalities as the one window for development applications.	Disagree. Delineation of MTSA boundaries is a matter of Growth Plan conformity, as has been confirmed by MMAH staff. MMAH have also confirmed that any changes to the delineation of an approved MTSA will require an amendment to the Regional Official Plan. The Growth Plan also directs upper and single tier municipalities to delineate "Strategic Growth Areas" in their official plans. Through the Envision Durham Proposed Policy Directions, the Region indicated that detailed delineations will be included for strategic growth areas in the ROP, including MTSAs.
Municipality of Clarington AM 003-006	Clarington supports the idea of a Regional Community Improvement Plan (CIP) but note that decisions related to development within current and future secondary plans within MTSAs should not be weakened by Regional CIPs.	Any Regional CIP would seek to uphold regional policy objectives. Regional staff are currently investigating the development of a Regional CIP that would support the provision of affordable housing and office attraction.
Municipality of Clarington AM 003-007	The current document does not address the importance of integrating open spaces and community uses in conjunction with increased minimum residential densities. Staff encourages the Region to consider implementing additional policies and standards regarding	Policy 7.3.14 of the ROP provides policies for area municipalities when they are considering secondary plan updates, including addressing high quality open spaces and community services and facilities. For context, the proposed policy directions for Envision Durham also speak to

Submission Number and Name	Description of Submission	Regional Staff Response
	the inclusion of these community attributes.	encouraging the integration of recreation, parks, and open spaces with compatible land uses to promote complete and healthy communities in the new ROP.
Municipality of Clarington AM 003-008	In relation to policy 8A.1.4, the reference to "foster innovation and entrepreneurship" may require some additional direction from the Region to clarify the expectations on how this policy is intended to be applied in a mixed-use context.	Comment noted. Policy 8A.2.15 is proposed as a general policy objective, signalling the importance of encouraging and supporting for innovation and entrepreneurship as a lens for considering and reviewing development applications, which is similar to other language in the existing ROP.
City of Oshawa AM 004-001	Staff are supportive of Oshawa Station no longer being proposed as an MTSA at this time due to limited ability to intensify the site.	Agree.
City of Oshawa AM 004-002	City staff continue to not support the requirement for the completion of secondary plans for PMTSAs, and would recommend instead to use alternative approaches such as other studies and urban design plans.	Comment noted. Protected Major Transit Station Areas offer unique opportunities to develop mixed use communities. Approaches that are responsive to local processes, which may include an area specific official plan amendment, Part II Plan or a secondary plan would ensure that detailed land use designations and policies are provided that support transit and pedestrian development and design while being responsive to local context.
City of Oshawa AM 004-003	Staff note that these policies should be contingent upon Metrolinx completion of its Environmental Assessment for the Oshawa-Bowmanville extension. Policies need to be in place to address the possibility of the stations not being constructed.	The recommended Amendment establishes the conditions for TOD and station development and in keeping with the Initial Business Case Update for the GO East extension. With the policies in place, new stations along the corridor can advance based on TOD principles. In November of 2019 Regional Council directed staff to advance the implementation of a Regional Official Plan Amendment to address MTSAs as part of the Region's position on the GO East extension.
City of Oshawa	In response to proposed Policy 8A.2.16, it is staff's opinion that	Policy 8A.2.17 encourages area municipalities to consider the application of

Submission Number and Name	Description of Submission	Regional Staff Response
AM 004-004	the lower-tier municipalities should be able to determine if inclusionary zoning in PMTSA is appropriate. Local area municipalities are the ones responsible for implementing and monitoring inclusionary zoning. Some municipalities may have challenges with monitoring.	Inclusionary Zoning in their respective Protected Major Transit Station Area through subsequent secondary planning and zoning bylaw amendment processes. Policy 8A.2.17 also signals that the Region will complete a Regional Assessment Report to assist with consideration of inclusionary zoning.
City of Oshawa AM 004-005	Staff continue to be of the opinion that the reduced minimum parking standards should be encouraged but not mandatory. Parking issues can be localized in nature and it may be difficult for the Region to develop policy language for universal application across the local area municipalities	Regional staff support the principle of reducing parking requirements for new development, to support existing and planned higher order transit service, improve built form outcomes and reduce the costs of development by eliminating excessive parking. Reduced parking standards in proximity of rapid transit stations supports heightened transit use and active transportation, reduces GHG emissions and helps to reduce development costs to support housing affordability.
City of Oshawa AM 004-006	There are a number of existing uses within the proposed delineated areas that will become non-conforming uses. Future land use studies will need to conform to those policies concerning permitted and prohibited uses. Staff note that Policy 2.1.8.4 of the O.O.P., which will guide the integrated Master Land Use and Urban Design Plan, Transportation Master Plan and Municipal Class Environmental Assessment being prepared for the Central Oshawa P.M.T.S.A., already directs that restrictions on automobile-oriented land uses be implemented. Staff are also seeking clarification on what compatible employment	The recommended Amendment is intended to promote and establish new uses that are higher in density and supportive of transit-oriented development. The continuation of existing uses is already addressed in the Regional Official Plan through existing policy 14.5.4 which states: *Notwithstanding Policy 14.5.1, this Plan is not intended necessarily to prevent the continuation, expansion, or enlargement of uses which do not conform to the designations and provisions of this Plan. At their sole discretion, the Councils of the area municipalities may zone to permit the continuation, expansion or enlargement of legally existing uses, or the variations to similar uses, provided that such uses:* *a) have no adverse effect on the present uses of the surrounding lands or the implementation of the provisions of this Plan;*

Submission Number and Name	Description of Submission	Regional Staff Response
	uses means. Would these be uses that are normally permitted within an Employment Area designation.	*b) comply with Provincial Minimum Distance Separation formulae, as amended from time to time, if applicable;* *c) are accessible by a public road which is maintained by the appropriate authority as open to traffic on a year-round basis and is of a standard of construction adequate to provide for the additional traffic generated by the proposed use;* *d) are subject to any conditions that may be contained in an area municipal official plan;* *e) where located on the Oak Ridges Moraine; were lawfully existing as of November 15, 2001; and where any expansion or enlargement thereto or variation to a similar use is implemented in conformity with Parts III and IV of the Oak Ridges Moraine Conservation Plan, which contains policies intended to maintain, improve or restore the ecological and hydrological integrity of the Moraine; and* *f) where located in the Protected Countryside of the Greenbelt Plan Area; were lawfully existing as of December 15, 2004; and where any expansion or enlargement thereto or variation to a similar use is implemented in conformity with the Greenbelt Plan"*. Land use compatibility within Employment Areas is informed by provincial policy and updates to these policies are being considered as part of the larger Envision Durham process.
City of Oshawa AM 004-007	Staff request clarification on what "sheltered" means in the context of this new Policy 8A.2.12 (e.g. does sheltered mean fully enclosed? Roofed? Separated by landscaping?). Further, clarification on ownership is requested. Clarity is also requested on what is meant by "Neighbouring…Transportation Hubs". Does this mean that development outside of but adjacent to a Transportation Hub	The recommended amendment includes reference to providing convenient, direct, sheltered pedestrian access to stations. The recommended amendment is intended to be broad, in recognition that detailed implementation will occur through area municipal policies, the consideration of development applications and site-specific considerations. Therefore, specific reference to ownership, design, and location do not form part of the recommended amendment.

Submission Number and Name	Description of Submission	Regional Staff Response
	will need to provide sheltered pedestrian access to just the boundary of the Hub? Staff recommend providing a measurable distance to define "neighbouring" to help inform the need to provide sheltered pedestrian access from high density development sites to neighbouring Commuter Stations or Transportation Hubs	
City of Oshawa AM 004-008	Staff note that the delineation of the proposed Thornton's Corners GO Station P.M.T.S.A. does not align with the property lines west of Fox Street. Staff previously requested that the Region adjust the western boundary along Fox Street to better align with the property lines. The Region did not consider this request and informed staff that they used the edge of the new rail infrastructure for the westerly boundary	The western boundary of recommended delineation of the Thornton's Corners PMTSA extends to the limits of the CP Rail Spur and proposed future Metrolinx Rail Spur. The boundary goes beyond Fox Street to capture the lands between Fox Street and the north-south CP Rail spur for future development opportunities.
City of Oshawa AM 004-009	Staff note that the Thornton's Corners GO Station M.T.S.A. western boundary has been shifted from the Oshawa-Whitby boundary to east of Thornton Road South and west of Fox Street. Staff support further discussions with the Region on the proposed station location and determining an M.T.S.A. boundary that reflects an appropriate "sphere of influence" around the station.	The western boundary of the recommended PMTSA delineation of the Thornton's Corners GO Station is shown along the edge of the existing CP Rail Spur and proposed Metrolinx Rail Spur. The twinning and weaving of rail spurs in this area will represent a significant change and could affect the potential viability or feasibility of the extension of Stellar Drive. Until this question is resolved through a future EA and detailed design work, it is appropriate to limit the westerly boundary of the PMTSA boundary to the proposed rail spurs.
City of Oshawa AM 004-010	City and Regional staff should engage in further conversation to make the MTSA more viable and on advancing the Environmental Assessment for the extension of	Comment noted. It is recognized that pedestrian connections to points north and west are both a desire of the Region and the City. Further discussions with Metrolinx

Submission Number and Name	Description of Submission	Regional Staff Response
	Stellar Drive from Thornton Road South to the westerly terminus of Laval Drive. The proximity to Trent University Oshawa Campus makes the MTSA a major destination along the future GO Rail service. This has been captured in the City's plan to provide a multi-use path along Thornton Road South to connect the campus to the planned station.	would also be required as they design the railway spur.
Agencies (A)		
Kawartha Pine Ridge District School Board (KPRDSB) A 001-001	Staff have no issues with the proposed amendment with the context of their mandate. KPRDSB is experiencing accommodation pressure in the Courtice and Bowmanville areas. KPRDSB is looking forward to continuing working with the Region and local area municipality to ensure that the appropriate number, size, and location of school sites are considered.	Comment noted.
Canada Post A 002-001	No objections. Requesting to be included on future comments if the projects entail residential units, high rises, or retail space that will require mail service. Also, any road work improvements that affect existing Community Mailbox locations for the affected transit areas in planning and design.	Comment noted.
Metrolinx A 003-001	A lower minimum density target of 150 residents and jobs per hectare may be approved by the Minister, where it has been demonstrated	Comment noted. The recommended amendment includes a policy that requires a minimum of 150 people and jobs per hectare within each of the PMTSAs. The

Submission Number and Name	Description of Submission	Regional Staff Response
	that this target cannot be achieved.	respective area municipalities may choose to further refine more specific targets by land use category to demonstrate how the overall target of 150 people and jobs per hectare will be achieved.
Metrolinx A 003-002	Interested in reviewing the Regional Assessment Report (identified in proposed policy 8A.2.1.6). Metrolinx is interested in reviewing the housing analysis.	Comment noted. The Region has engaged N. Barry Lyon Consultants to undertake the comprehensive housing assessment. Once drafted, the Region would welcome input from Metrolinx, and other agencies.
Metrolinx A 003-003	The Region should consider including Metrolinx-owned properties that are within proximity to the proposed station area boundaries. Recommended to include 740 Champlain Ave within the PMTSA delineated boundary of Thornton's Corners.	Comment noted. Where appropriate and in keeping with the Region's delineation methodology, properties owned by Metrolinx have been included in the proposed delineations. The recommended PMTSA delineation for Thornton's Corners does not extend west of the CP Rail Spur and proposed Metrolinx Rail Spur.
Metrolinx A 003-004	Development located within 300 metres of the rail corridor shall be subject to the rail safety requirements as outlined in the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC) Guidelines and Metrolinx's Adjacent Development Guidelines.	Comment noted.
Metrolinx A 003-005	Metrolinx is supportive of increased pedestrian access routes to our Stations. It should be noted that should development wish to pursue access, coordination will be required with our TOC programs and the Proponent will have to enter into agreements, as related to that access.	Comment noted.
Metrolinx A 003-006	Construction adjacent to, or over/under our corridors will be subject to the appropriate permitting process and agreements may need to be	Comment noted.

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	executed between Metrolinx and the property owners.	
Metrolinx A 003-007	Thornton's Corners should match the Metrolinx naming standard of 'Thornton's Corners East'	Comment noted. While the naming convention of "East" has been used in Metrolinx documents, the denotation of "East" may be confusing for the rider, since there is no "West" station.
Metrolinx A 003-008	Specify in proposed policy 8A.2.17 that new development on existing GO station lands must account for the retention or replacement of existing station access infrastructure (pedestrian, bus, cycle, pick-up and drop-off, and vehicle parking), as well as the buildings, utilities and protection for future facility expansion.	Additional language has been added to Policy 8A.2.18 to address this comment.
WSP on behalf of CN Rail A 004-001	To protect the long-term operation of rail systems, provincial policy sets out that sensitive land uses be appropriately designed, buffered and/or separated from rail facilities. The 2020 Provincial Policy Statement (PPS) requires sensitive land uses be planned and developed to avoid rail facilities, and where avoidance is not possible, to minimize and mitigate potential adverse effects from odour, noise and other contaminants. Rail yards would be classified by the D-6 Guidelines as Class III Industrial Facilities because of their scale, sound profile and continuous operation. Sensitive land uses are not recommended to be developed within 300 metres of a Class III facility, and when proposed a feasibility analysis is required.	Comment noted. The new Regional Official Plan, being developed through Envision Durham is addressing the implementation of the 2020 Provincial Policy Statement and will include policy language to address land use compatibility. Existing ROP policy 8C.2.1 states that "Employment Areas, as designated on Schedule 'A', are set aside for uses that by their nature may require access to highway, rail, and/or shipping facilities, separation from sensitive uses. The Oshawa rail yard is within an existing Employment Area." Policy 2.2.5 of the current ROP states that development within the Region is to take into account: aesthetics; sources of noxious or hazardous substances; noise, odour, dust and light pollution; reduction of energy consumption; and the provision of social and cultural facilities. Further, policy 2.3.3 of the current ROP states that where residential and other noise sensitive land uses are proposed

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	Where the Regional government or local area municipalities are considering the development of sensitive land uses adjacent or major facilities, that the municipalities be consistent with the land use compatibility policies of the PPS.	within 300 metres of a railway corridor, regard shall be given to the noise, vibration and safety standards of the Ministry of the Environment, Conservation and Parks and the affected rail company through consultation with these agencies and, where necessary, by requiring the preparation of a noise and vibration analysis.
WSP on behalf of CN Rail A 004-002	It is important to understand that there is no specific decibel limit for CN operations contained in federal guidelines related to the construction or operation of rail facilities. The Canadian Transportation Agency is the federal body that assesses the reasonableness of noise associated with the construction or operation of a federal railway company. Those federal guidelines clearly state that, while the Agency may take provincial and municipal noise and vibration guidelines into account in its deliberations, the Agency is not bound by those guidelines.	Comment noted.
WSP on behalf of CN Rail A 004-003	The Oshawa Rail Yard is the only freight rail yard CN facility in Durham Region. This facility supports the use and activities at the General Motors Plant within proximity of the yard as the General Motors Plant has rail access to the north and west of the facility. This freight rail yard is an important component of the overall Durham Region economy and should be protected from encroachment by sensitive land uses, per Provincial Policy.	Comment noted.

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WSP on behalf of CN Rail A 004-004	NPC 300 is a provincial environmental guideline that provides guidance on the proper control of sources of noises emissions to the environment. NPC 300 permits Class 4 mitigation in certain areas, however, in the context of proximity to a CN freight rail yard it is in our opinion not appropriate. The main benefit of Class 4 mitigation is a mutually beneficial relationship between the noise source and the noise receptor as part of the Environmental Compliance Approval (ECA) that is required for the noise source. As CN is federally regulated, that mutually beneficial relationship does not apply as CN is not subject to ECA requirements.	Comment noted
WSP on behalf of CN Rail A 004-005	Support for the removal of existing Oshawa GO Station as a Protected Major Transit Station Area (MTSA). Currently, the existing Oshawa GO Station is directly abutting a major facility (a rail yard) which is not compatible with sensitive land uses such as higher density residential development.	Comment noted.
WSP on behalf of CN Rail A 004-006	A key conclusion of the Durham Region Housing Intensification Study is that development around the Oshawa GO station is not appropriate for housing intensification. CN supports this recommendation. While the Study demonstrates that there are several Strategic Growth	Comment noted. Existing ROP policy 8C.2.1 states that “Employment Areas, as designated on Schedule 'A', are set aside for uses that by their nature may require access to highway, rail, and/or shipping facilities, separation from sensitive uses. The Oshawa rail yard is within an existing Employment Area.”

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	Areas, the report does not reference land use compatibility as part of the rationale to support intensification in MTSA, and more specifically the development of high-density sensitive land uses within proximity to Class III facility such as a Freight Rail Yard. It is recommended that land use compatibility considerations reflect the policies of the PPS.	Policy 2.2.5 of the current ROP states that development within the Region is to take into account: aesthetics; sources of noxious or hazardous substances; noise, odour, dust and light pollution; reduction of energy consumption; and the provision of social and cultural facilities. Further, policy 2.3.3 of the current ROP states that where residential and other noise sensitive land uses are proposed within 300 metres of a railway corridor, regard shall be given to the noise, vibration and safety standards of the Ministry of the Environment, Conservation and Parks and the affected rail company through consultation with these agencies and, where necessary, by requiring the preparation of a noise and vibration analysis. This comment will be further addressed through the new Official Plan being developed through Envision Durham.
Central Lake Ontario Conservation Authority (CLOCA) A 005-001	The PMTSA's within the CLOCA watershed include: • Whitby; • Thornton's Corners; • Central Oshawa; • Courtice; and • Bowmanville. Interested in ensuring that natural hazards associated with flooding and erosion; protection and enhancement of natural heritage; and that stormwater management and servicing have been appropriately considered and integrated in relation to the PMTSAs.	Comment noted. The existing ROP (policy 2.2.7) does not permit development within: dynamic beach hazards; areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard; and a floodway regardless of whether the area of inundation contains high points of land not subject to flooding. Development and site alteration may be considered in certain areas identified in accordance with relevant Provincial policies and regulations. As more detailed planning proceeds within PMTSAs, the protection of natural hazards

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		and the impacts of stormwater management and servicing can be considered and addressed.
Central Lake Ontario Conservation Authority (CLOCA) A 005-002	Within Courtice GO Station PMSTA, there is significant overlap between natural hazards and existing developed lands that are subject to flooding vulnerability at the intersection of Courtice Road and Baseline Road within the Tooley Creek Watershed. It is recommended that the new ROPA include policy direction with respect to improve nor worsen the existing flood vulnerable area. Ideally the development of the PMTSA would be a catalyst for removing flooding from table land areas through conveyance infrastructure improvements such as downstream culverts at Highway 401 and Courtice Road interchange.	Comment noted. The protection of the flood vulnerable area can be captured in the secondary plan for the Courtice PMTSA being prepared by the Municipality of Clarington. Regional staff and CLOCA staff are involved in the Steering Committee for this project and can collectively ensure this matter is considered.
Central Lake Ontario Conservation Authority (CLOCA) A 005-003	Provincial Policy does not permit development in hazardous lands. Accordingly, it is requested that PMTSA mapping and policy direction of the Courtice GO Station PMTSA not provide for new development within lands currently subject to flood hazards unless the flood hazard can be removed.	Comment noted. The protection of the flood vulnerable area can be captured in the secondary plan for the Courtice PMTSA being prepared by the Municipality of Clarington. Regional staff and CLOCA staff are involved in the Steering Committee for this project and can collectively ensure this matter is considered.
Public Comments (P)		
GHD P 001-001	Would like clarification as to why the delineation of Thornton's Corners no longer abuts Thornton Road.	The western boundary of the recommended PMTSA delineation of the Thornton's Corners GO Station is shown along the edge of the existing CP Rail Spur and proposed Metrolinx Rail Spur. The twinning and weaving of rail spurs in this area will

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		represent a significant change and could affect the potential viability or feasibility of the extension of Stellar Drive. Until this question is resolved through a future EA and detailed design work, it is appropriate to limit the westerly boundary of the PMTSA boundary to the proposed rail spurs.
Blackthorn Development Corp on behalf of 2400245 Ontario Inc. P 002-001	The subject lands are located within 399-425 Bayly Street West, in the Ajax GO Station MTSA boundary. The subject lands are currently within a Provincially Significant Employment Zone and are being used as an Automobile Dealership and Service Centre. It is requested that through the MCR process, that a conversion of the subject lands to permit a mixed-use development including residential land uses be considered.	The conversion of lands within MTSAs within designated Employment Areas are being addressed through the Envision Durham Growth Management Study - Employment Strategy Technical Report which was released on September 24, 2021. Recommendations on the employment conversions are being brought forward in a separate report to be considered concurrently with this recommended Amendment by Committee and Council. The subject lands have been recommended by staff for conversion as the lands are within the PMTSA boundary. Detailed land use designations within PMTSAs will be defined by the area municipalities within their respective planning documents.
Blackthorn Development Corp on behalf of 2400245 Ontario Inc. P 002-002	Requesting to revise proposed policy 8A.2.17 and 8.3.10 to include reference to Official Plan Amendments to clarify and support the ability of landowners to initiate private amendments.	Comment noted. The Growth Plan directs upper and single tier municipalities to delineate MTSAs in their plan. The policies of the Growth Plan would not permit the a privately initiated amendment to the Durham Regional Official Plan. Local official plan amendments may also be a conformity matter and would need to be completed by the respective area municipality.
Blackthorn Development Corp on behalf of 2400245 Ontario Inc.	Include policy language that would recognize legally existing land uses which can remain and expand in accordance with the	Area municipalities will provide detailed land use designations within their respective planning documents. The intent of the current Regional Official Policy 14.5.4, is to permit the continuation,

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P 002-003	current Regional Official Policy 14.5.4	expansion or enlargement of legally existing uses does not change as a result of the recommended Amendment for PMTSAs.
Blackthorn Development Corp on behalf of 2400245 Ontario Inc. P 002-004	Remove 'sheltered pedestrian accesses' or reference 'pedestrian access' for proposed policy 8A.2.12	Comment noted. The principle of pedestrian comfort and shelter is a principle that will encourage foot traffic. In this respect, future planning work undertaken to be at the area municipal level will provide detailed policies and designations to ensure that the principles of transit-oriented development and pedestrian oriented design that will respond to local context.
Blackthorn Development Corp on behalf of 2400245 Ontario Inc. P 002-005	Revise Policy 8A.2.16, Policy 8A.2.18 and Policy 8A.2.19 to include reference to 'extensive landowner consultation' in developing the Regional Assessment Report	Comment noted. Although extensive consultation for the Regional Assessment Report will be undertaken, the method consultation is not a matter ROP policy.
Blackthorn Development Corp on behalf of 2400245 Ontario Inc. P 002-006	Revise Policy 8A.2.17 and Policy 8A.2.18 to also permit phasing of infrastructure, provision or temporary or interim infrastructure to support new development which would permit development to proceed in a timely manner, provided the proposed development can be accommodated within the MTSA.	Comment noted. Policy 8A2.19 references that the Region and area municipality "may" require coordination of development through Master Development Agreements to ensure infrastructure is coordinated within PMTSAs. Details of this particular development proposal would be considered following implementation of the PMTSA policies and delineation by the Town of Ajax.
Blackthorn Development Corp on behalf of 2400245 Ontario Inc. P 002-007	Policy 8A.2.17 (i), (j) and (k) are requested to be revised to be less prescriptive. It is more appropriate to include urban design, place making, and transportation policies within the context of local municipalities.	Comment noted. Policy 8A.2.18 directs area municipalities to include these considerations within their planning documents. The Region has an interest ensuring that that MTSAs are successful. Place making, transit orientation and pedestrian supportive measures are also of Regional interest.
Blackthorn Development Corp on behalf of	Revise Policy 14.10.4 to include 'implementing Official Plan Amendments and Zoning By-laws'	Comment noted. The intent of this policy is to direct the Region and area municipalities to work collectively to monitor the

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2400245 Ontario Inc. P 002-008	and 'consultation with affected landowners' to ensure clarity and consistency when evaluating new effect of new policies	implementation of the specific policies related to PMTSAs.
KLM on behalf of 1044971 Ontario Limited P 003-001	The subject lands municipally known as 1218 Trulls Road, Municipality of Clarington is directly across the proposed MTSA in Courtice. Interested in the interconnected land use framework of the MTSA and the current employment land conversion request. Land use compatibility considerations have to be taken into account as sensitive land uses are being considered within the MTSA, which are adjacent to lands with a range of employment uses. As such, the proposed employment land conversion request is appropriate as the Courtice MTSA begins to accommodate more sensitive land uses.	Comment noted. The employment conversion requests are being addressed through the Envision Durham Growth Management Study - Employment Strategy Technical Report which was released on September 24, 2021. Recommendations on the employment conversions are being brought forward in a separate report to be considered concurrently with this recommended Amendment by Committee and Council, and would enable the proposed PMTSAs.
IBI Group on behalf of 2610144 Ontario Limited and the Lovisek family P 004-001	There is an Employment Area Conversion request for 1766 Baseline Road, and a Settlement Area Boundary Request Expansion for 0 Courtice Road. There are no legislative requirements for municipalities to identify PMTSAs. Further, Section 17 (36.1.4) of the Planning Act stipulates that there are no appeal rights for any policies within an PMTSA. Removing the flexibility to appeal, the Region should give	Comment noted. The Region can identify any existing or planned higher order transit stop or station as a protected major transit station area. In November 2019, Regional Council directed staff to advance consideration of MTSAs for the existing and proposed GO Stations along the GO East Rail Line. Comments from MMAH recommend that the Region identify PMTSA to ensure that the appropriate sections of the Planning Act are addressed, including appropriate direction to lower tier municipalities.

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	due regard on how the stated goals within a PMTSA may be achieved.	Recognizing stations as PMTSAs and delineating in the Regional Official Plan as per the policies of the Growth Plan allows the Region to advance housing affordability objectives and would allow the for the local municipalities to incorporate inclusionary zoning, should they decide to do so.
IBI Group on behalf of 2610144 Ontario Limited and the Lovisek family P 004-002	PMTSA is not appropriate for the Courtice MTSA as it would introduce a level of prescriptiveness that risks the realization of redevelopment within this MTSA largely due to its greenfield development nature. A more flexible approach at the outset offers a better opportunity for achieving policy goals and adopting as circumstances evolve in this new growth area.	Comment noted. In November 2019, Regional Council directed staff to advance consideration of MTSAs for the existing and proposed GO Stations along the GO East Rail Line. Area municipalities have the flexibility to prescribe more detailed land use designations, policies and implementation approaches within the delineated PMTSA boundaries, while maintaining employment uses in these areas, subject to demonstrating how the overall density target of 150 people and jobs per hectare will be achieved.
IBI Group on behalf of 2610144 Ontario Limited and the Lovisek family P 004-003	The policies with the MCR must have enough flexibility within them to allow meeting these targets in a phased and appropriate manner. A blanket solution across all applicable properties within the MTSA will not work, as site specific constraints and needs must be considered.	Comment noted. Detailed implementation approaches can be achieved through local municipal policies and through the review and approval of development applications, keeping in mind site specific conditions.
IBI Group on behalf of 2610144 Ontario Limited and the Lovisek family P 004-004	Proposed Policy Direction 2.12 of achieving a ratio of 1 job for every 2 residents in the Region, or 50% employment. It is suggested that the Region assess the appropriateness of having 50 percent of the Region's employment forecast accommodated in Employment Areas.	The Envision Durham Growth Management Study – Employment Strategy Technical Report, provides information regarding how employment growth would be accommodated within Employment Areas. Within PMTSA boundaries, area municipalities may prescribe more detailed land use designations and policies which further encourage employment intensive uses, and support the achievement the

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	We want to better understand how this policy direction will work alongside the Province's direction that MTSAs be planned for a minimum density target of 150 residents and jobs combined per hectare. We would like to see clarification of how these employment targets will ultimately be applied to specific sites and/or development proposals, including whether minimum targets for non-residential uses will be established by Regional policies or by local municipalities	overall density target of 150 people and jobs per hectare.
IBI Group on behalf of 2610144 Ontario Limited and the Lovisek family P 004-005	Recognizing that 0 Courtice is within a Provincially Significant Employment Zone (PSEZ). We want the boundaries and appropriate MTSA designation to be properly acknowledged in the ROP.	Comment noted. PSEZs will be addressed through Envision Durham and the new ROP, and not through the PMTSA Amendment.
IBI Group on behalf of 2610144 Ontario Limited and the Lovisek family P 004-006	It is also worth noting that while much of the Lakeshore GO line is designated as a Priority Transit Corridor in the Growth Plan, this is not true of the Courtice segment, which Schedule 5 of the Growth Plan identifies as a Committed GO Transit Rail Extension. While the future corridor may ultimately be added to the Priority Transit Corridor Network, MTSAs that are not on the network are still required to be transit-supportive, but they are not subject to the density targets for those MTSAs that are on the network.	Comment noted. Input received from staff at the Ministry of Municipal Affairs and Housing confirms that the Region is not limited to only identifying MTSAs on priority transit corridors but also, the four stations along the GO Lakeshore East extension, which can be subject to the proposed density targets.
IBI Group on behalf of 2610144 Ontario Limited	In combination with the existing employment uses in the Energy Park area, we feel this will	Comment noted. Lands within the PMTSAs are intended to accommodate a range of

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and the Lovisek family P 004-007	contribute greatly to ensuring new development around the GO station is not a “bedroom community” but rather a complete, transit-oriented community that is financially viable and implementable. Requiring an overly aggressive percentage of employment uses could result in substantial lands within the MTSA remaining undeveloped due to the realities of market conditions.	uses at densities which will support complete communities. Since the lands within the PMTSA would no longer be designated as Employment Areas in the Regional Official Plan going forward, an appropriate mix of higher transit-oriented uses would be permitted, taking into account market conditions.
IBI Group on behalf of 2610144 Ontario Limited and the Lovisek family P 004-008	Strongly believe that the inclusion of our client’s lands within the urban boundary will contribute to the Region fulfilling its growth targets and minimizes the risk of “siphoning growth” away from Durham to other GGH municipalities.	Comment noted. The Municipality of Clarington has also requested that the Courtice PMTSA boundary include an area outside the existing urban area boundary east of Courtice Road. The Land Needs Assessment for the Growth Management Study being undertaken through Envision Durham, the Region’s municipal comprehensive review will determine the need and location for any urban boundary expansions. It would be premature to recommend an urban boundary expansion in advance of the Land Needs Assessment being completed.
Erwin Waldinsperger P 005-001	Metrolinx announced that the GO Transit Lines from VIA/ GO Station would now be electrified. This will result in the elimination of at least one dozen excess noise areas along CP Bellville through to Oshawa.	Comment noted.
Erwin Waldinsperger P 005-002	Municipalities and residents in Durham need to know where future commuter traffic will impact neighbourhoods to 2050.	Comment noted.
Max Lysyk P 006-001	Interested in being notified about future meetings and decisions related to the ROPA MTSA.	Comment noted. Regional staff confirm that Mr. Lysyk is on the Envision Durham Interested Parties List.

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Ron Lalonde P 007-001	Ensuring that Durham Active Transportation Committee is involved in the commenting process	Comment noted. A presentation regarding the proposed PMTSA amendment was made at the September 16, 2021 Durham Active Transportation Committee meeting. Committee members had the opportunity to ask questions of Regional staff from Policy and Transportation Planning.
Bousfields Inc. on behalf of Brookfield Residential P 008-001	Brookfield's lands are within the area proposed as a PMTSA for the future Courtice GO Train Station, specifically, a parcel directly north of the Metrolinx lands on the west side of Courtice Road. We continue to be generally supportive of the report and the revised policies and offer additional comments related to urban design, built form and density targets.	Comment noted.
Bousfields Inc. on behalf of Brookfield Residential P 008-002	It is requested that draft policies be revised to clarify that it is the responsibilities of the local area municipalities to clarify how the minimum density target of 150 residents and jobs per hectare will be achieved. Draft policies 8A.2.10 and 8A.2.11 set out a list of permitted and prohibited built form typologies that would be more appropriate in the local area Official Plan than in the Region's Official Plan. We propose that there should be different configurations of built form types other than apartments and stacked towns that can achieve the required minimum density targets such as grade related and apartment forms.	Policy 8A.2.18 b) has been revised to: "Establish minimum density, population, employment and housing targets to demonstrate achievement of the overall target of at least 150 people and jobs per ha" Policy 8A.2.10 a) of the recommended amendment has been modified to recognize a range of higher density residential uses, including multiple attached dwellings.

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	Listing examples of desired built form types in the Region's Official Plan can make it challenging to get an agreement on use of innovative built form typologies that have yet to be defined or named.	
Bousfields Inc. on behalf of Brookfield Residential P 008-003	Draft policy 8A.2.17(i) which states that municipal official plans will incorporate Urban Design Guidelines to guide the desired density, built form, building placement, access requirements and approaches for a pedestrian-oriented public realm. However, the subsequent sub-sections (i.e.: 8A.2.17(i)(i, – vii.) provide that there is an intention to address matters of Urban Design at the Regional level, through the Region's OPA. We would ask that the Region remove or revise these subsections to ensure that area municipal official plans provide the direction regarding building placement and access requirements, among others and not the Region's Official Plan.	Comment noted. The policies support good Urban Design practices implemented at the local level.

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Bousfields Inc. on behalf of Brookfield Residential P 008-004	The draft Official Plan Amendment, policy 8A2.13 still does not provide the additional policy language that would confirm whether the density target would apply across the lands in each MTSA. As such, we respectfully request that the Region revise policy 8A.2.13 to provide that the density target shall be achieved on average across the entire MTSA. In this regard, there would be flexibility in the permitted built form and density types to achieve the density target.	Policy 8A.2.14 has been revised to "Protected Major Transit Station Areas shall be planned to accommodate a minimum overall density target of 150 people and jobs per *gross* hectare, in accordance with the Growth Plan for the Greater Golden Horseshoe. In cases where a Protected Major Transit Station Area and an Urban Growth Centre or Regional Centre overlap, the higher density requirements shall apply."."
Weston Consulting on behalf of MODO Bowmanville Urban Towns Limited P 009-001	Subject lands consist of three parcels in the southwest corner of Brookhill Boulevard and Green Road, in the Municipality of Clarington, in the Bowmanville PMTSA. Commenting letter dated March 1, 2021 was submitted in response to the Major Transit Station Areas: Proposed Policy Directions report. It was requested that the Region establish a minimum density target for the Bowmanville MTSA that meets or exceeds the 150 residents and jobs per hectare. Furthermore, it was requested that locational characteristics of the subject lands be considered when advancing intensification objectives and goals.	Comment noted. All PMTSAs will be planned to achieve a minimum density target of 150 people and jobs per hectare.

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Weston Consulting on behalf of MODO Bowmanville Urban Towns Limited P 009-002	There is currently a Draft Plan of Subdivision and a Zoning By-law Amendment being reviewed for the creation of three development blocks, four 6-storey residential apartments and townhouses. It is in our opinion that the proposed townhouse blocks be contemplated in active planning applications in proximity to the subject site to ensure compatibility and transition in scale.	Comment noted. The recommended Amendment would only be in full force and effect following approval by the province.
Weston Consulting on behalf of MODO Bowmanville Urban Towns Limited P 009-003	Generally supportive of the intent of proposed policies 8A2.9 and 8A.2.10, however it is requested that the Region modify policy 8A.2.10.to not preclude the categorization of high-density transit-oriented uses and high-density residential uses. More flexibility in the types of residential uses can better address local context, market, and built form compatibility. It is recommended that ground-related residential building types be permitted within the PMTSA be permitted adjacent to the external boundaries of the PMTSA to address compatibility and transition. It is in our opinion that ground-related residential uses can constitute as compact urban form and can achieve densities that support MTSA growth targets.	Policy 8A.2.10 a) of the recommended amendment has been modified to recognize a range of higher density residential uses, including multiple attached dwellings.

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Weston Consulting on behalf of MODO Bowmanville Urban Towns Limited P 009-004	It is our opinion that proposed policies 8A2.9 and 8A.2.10.a) do not provide a wide enough range of land uses permissions to meet MTSA growth targets, especially for the lands that are located at the periphery of the MTSA growth areas.	Comment noted. Policy 8A.2.10 a) recognizes “multiple attached dwellings” as a unit type within PMTSAs.