

December 3, 2022

GSAI File: 482-003

Ministry of Municipal Affairs and Housing
777 Bay Street, 17th Floor
Toronto, ON
M5G 2E5

Submitted by email: greenbeltconsultation@ontario.ca

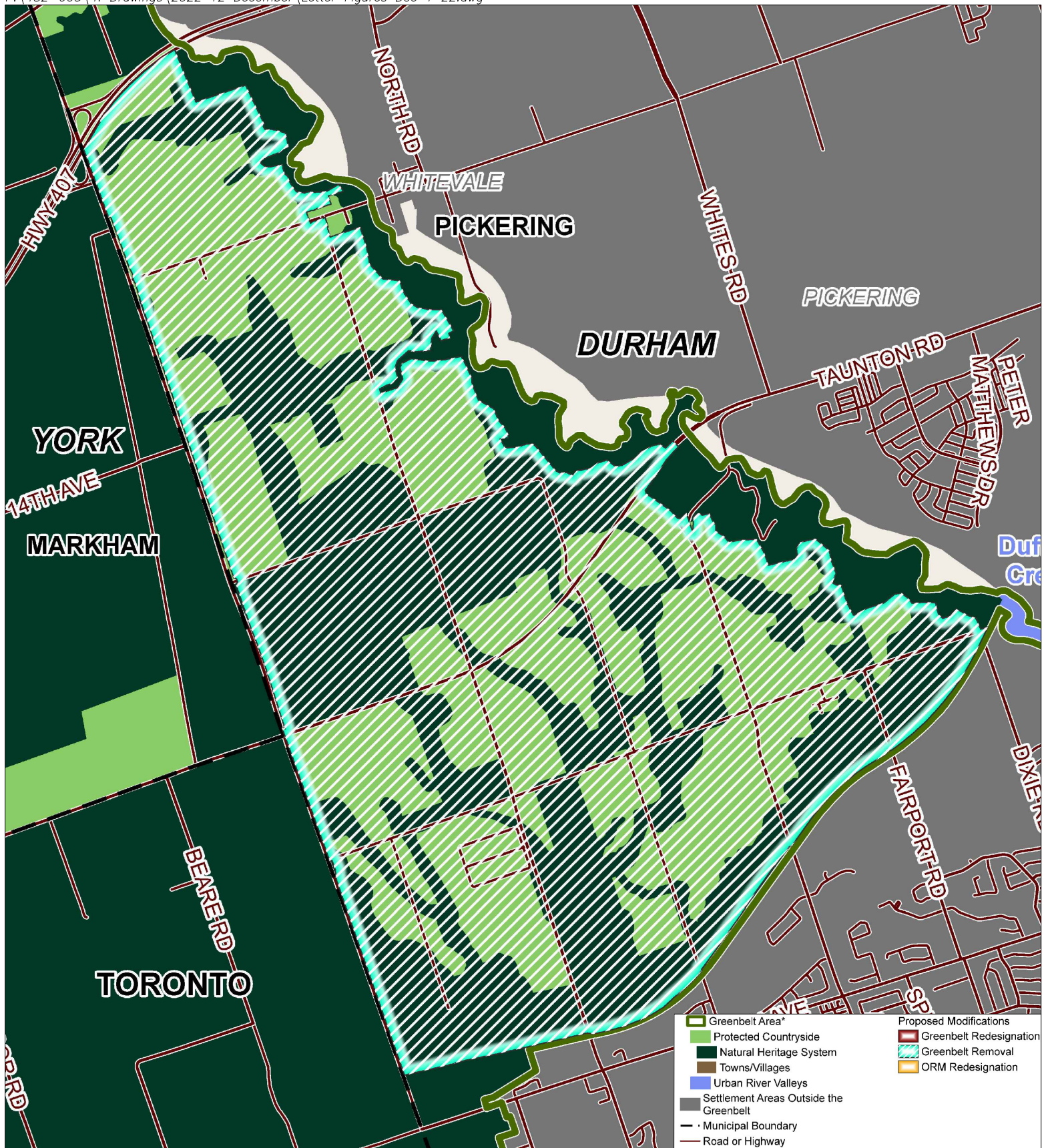
Re: ERO #019-6216 – Proposed Amendments to the Greenbelt Plan
Support Letter for Proposed Modification Map 6 - Lands located in the
City of Pickering – South of Highway 407, West of West Duffins Creek
and North of the CP Belleville rail line

Glen Schnarr & Associates Inc. are the planning consultants representing a group of landowners (the ‘Owners’) who own property in the City of Pickering, within the lands shown on Figure 1 - the Proposed Modification Map 6, located South of Highway 407, West of West Duffins Creek and North of the CP Belleville rail line. On behalf of the Owners, we are pleased to submit this letter to you in support of the Environmental Registry of Ontario (ERO Number 019-6216) dealing with the proposed amendments to the Greenbelt Plan as shown in Map 6 (the ‘Subject Lands’).

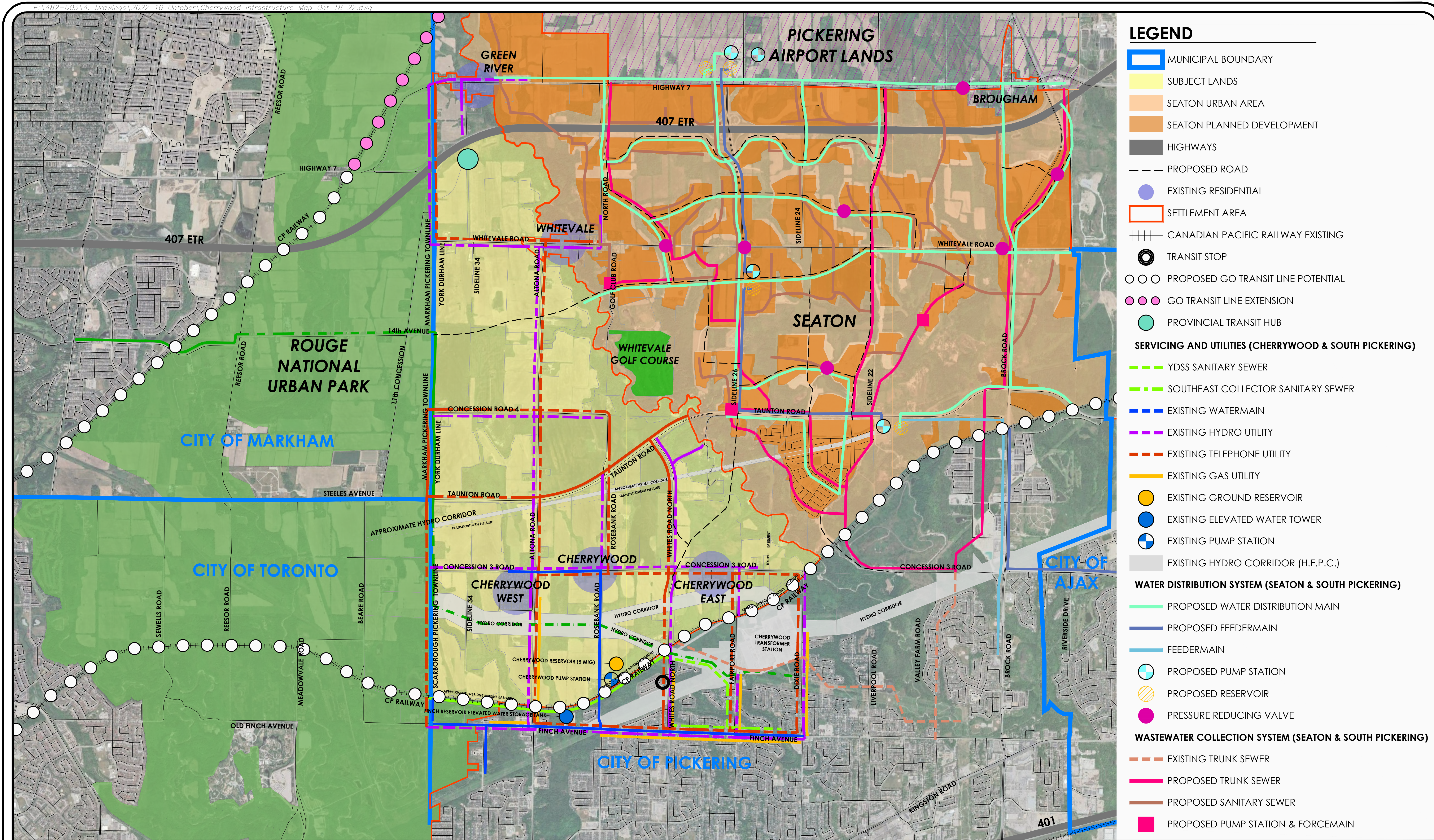
Subject Lands History:

It is important to understand the historical context of the Subject Lands and why they are a strategic location for growth. In 2002, the City of Pickering initiated a Growth Management Study (‘Study’) to determine how future growth in population and employment should best be accommodated in the City. The study area included the Subject Lands. The Study was informed by detailed analysis and consultation with community members and stakeholders. Ultimately, the Study recommended that a significant portion of the Subject Lands were appropriate for future growth, while at the same time protecting important environmental areas within the lands. Despite the findings of the Study, as well as strong local and regional support for growth on these lands, the Province of Ontario included the Subject Lands into Greenbelt Plan in 2005.

Furthermore, the Greenbelt Plan includes a policy that allows a municipality that has initiated settlement area expansion studies prior to the effective date of the Greenbelt Plan (December 16, 2004) to consider a municipally initiated settlement area expansion proposal (Section 3.4.5 of the Greenbelt Plan). Despite the Subject Lands meeting the criteria set out in the Greenbelt Plan for a municipally initiated settlement area expansion proposal, specific policies were included in the Greenbelt Plan which prohibited the Subject Lands from utilizing these municipally initiated settlement area expansion provisions.



Scale: N.T.S.
December 1, 2022



**FIGURE 2: SUBJECT LANDS
INFRASTRUCTURE PLAN**
CITY OF PICKERING

The Mayor of the City of Pickering has written several letters to the province in support of removing these site-specific policies from the Greenbelt Plan (for details of the letters from the Mayor, refer to Attachment 1). Further, the City of Pickering had formally asked the Government of Ontario to remove Cherrywood from the Greenbelt in both 2016 and 2019. Local political support remains strong for the Subject Lands to be redeveloped for growth.

Planning Justification:

From a planning perspective, there are several important and compelling land use planning reasons why the Subject Lands are an appropriate candidate for future development. This memo provides an overview of the key reasons why we are in support of the proposed amendments to the Greenbelt Plan modifications shown on Map 6.

Location:

The Subject Lands are situated immediately adjacent to the City of Pickering Urban Area Boundary therefore, the Subject Lands would be a natural and logical continuation of the City of Pickering Urban Area Boundary. The Subject Lands are also located on the south limit of the Greenbelt Plan, which means their removal will not result in the fragmentation of the Greenbelt system.

In addition, the location of the Subject Lands would benefit from the variety of existing community amenities, making it an ideal location to facilitate future growth. These amenities include but are not limited to the following: transit infrastructure – ie. Station(s), transit route(s), schools, police and fire protection services, local and regional parks, and a variety of retail and commercial uses.

Housing:

The removal of the Subject Lands from the Greenbelt Plan would support the Provincial policy objectives of supporting the creation of compact, complete communities and support the Provincial initiative to build 1.5 million houses in Ontario over the next 10 years.

Moreover, Durham Region is currently undertaking its Municipal Comprehensive Review ('MCR'), a process that includes a Land Needs Assessment ('LNA'). This assessment undertook a review of the Region's land base to determine how much growth can be accommodated within the existing built-up areas and how much additional land is required through a settlement area boundary expansion. The LNA concluded that additional lands were required to accommodate future growth. On May 25th, 2022, Regional Council directed staff to proceed with a Growth Management Study to assess candidate locations for settlement area boundary expansions. Removing the Subject Lands from the Greenbelt Plan will allow the Region to consider a settlement area boundary expansion in the Modification Map 6 Area which is well-positioned to accommodate growth.

The inclusion of the Subject Lands into the Durham Region's settlement area boundary could result in new housing units being built and delivered at an expedited speed supporting housing choices for current and future residents. The landowners are committed to implementing a range and mix of housing types through mixed-use development that will support Provincial, Regional and local density targets.

Infrastructure:

The Subject Lands represent a unique infill opportunity, due to its proximity to an extensive network of infrastructure that currently exists. The attached letter from GEI Consultants Inc. lists the major infrastructure that currently exists on the Cherrywood Area Lands, which includes municipal water and wastewater facilities, natural gas and hydro-electric systems.

As outlined in the letter from GEI, servicing the Subject Lands would be relatively straightforward, as *“the presence of this existing infrastructure can assist and promote the ability of future development of the Cherrywood Area Lands to proceed in a suitable manner through the logical extension of servicing within the lands from a south to north built out progression.”*. See Attachment 3 – Existing Infrastructure Review Letter for details.

Additionally, the Subject Lands have an existing network of local, regional and interregional roads with direct connections to Highway 407 and access to Highway 401. As shown on Figure 2 – Subject Lands Infrastructure Map, the available services include but are not limited to the following:

- Municipal and Regional Roads;
- Sanitary trunk mains;
- Regional trunk water mains;
- Gas mains; and,
- Utilities (hydro, communications).

Furthermore, a memo completed by Altus Consulting Group on the Economic Benefits of the Subject Lands estimates *“the total value of the existing and proposed infrastructure network is approximately \$2.0 billion, and the estimated value of the regional infrastructure framework the Cherrywood Area Lands would connect to is \$4.9 billion, for a total of \$6.9 billion in infrastructure”*. Removing the Subject Lands from the Greenbelt Plan would support efficient use and cost-efficient extension of servicing infrastructure. This would in turn support the timely and cost-effective delivery of housing to the market. Making efficient use of these existing infrastructure investments, represents good planning, financial management and public policy.

Transportation:

The Subject Lands are well-served by existing and planned transportation networks. Of note, the Durham Region Master Transportation Plan has identified two (2) roads on the Subject Lands as Major Transportation Corridors. Additionally, the Province of Ontario has committed to the creation of a Major Transportation Hub on the Subject Lands at Highway 407. We also understand that Metrolinx has identified the area surrounding the CP Rail Corridor in Pickering as a candidate location for a future GO Transit Station. The Subject Lands are also situated adjacent to Highway 407 – a major goods movement corridor, which further supports the Subject Lands as an appropriate and desirable location for compact, transit-supportive development.

Lack of Agricultural Viability:

The Subject Lands are not identified as specialty crop areas, a designation which identifies the highest of quality soil for growing conditions. Additionally, there are several factors that prove that the Subject Lands are not long-term agricultural lands and are simply not viable.

In a 2015 letter from the mayor of the City of Pickering, a list of reasons were outlined to demonstrate why the Subject Lands should not be part of the protected agricultural system (see the attached letter from Dave Ryan, the Mayor of the City of Pickering in Attachment – 1 for full details).

The following reasons were provided:

- The surrounding area is too isolated from major agricultural support services and infrastructure such as machinery dealers, equipment repair shops, veterinarians, welding shops, and farm labourers.
- The land is fragmented by road networks, utility corridors, and rail lines resulting in smaller and irregular shaped fields, which reduce agricultural efficiency, increase travel time, and lead to more clashes between farm and non-farm use
- In its June 22, 2004 letter to the Ministry of Municipal Affairs, the Ontario Federation of Agriculture (OFA) stated, *“In spite of the good intentions of government to preserve the area for agriculture, farm business economics and land use in proximity to these lands has discouraged farm business from relocating on the preserve (Cherrywood) lands.”* The OFA continues, *“This preserve is more about ideology than pragmatism. It clearly demonstrates that the preservation of farmland requires much more thought and planning than simply making a declaration.”* (Refer to Attachment 2 for details).
- There are significant urban encroachments on the agricultural lands with three existing hamlets, urban development to the south, and future urban development to the east with the advent of Seaton.
- OMAFRA’s Minimum Distance Separation aims to limit the impact of odours from livestock on nearby residential uses. This makes it impossible in most of the area to build barns for animals.

The letter concluded by stating that the constraints and conflict outlined above would limit any farming in the area to cash cropping, which deters investment in farm infrastructure. Essentially, farming is not sustainable or financially viable in this area.

As the City of Pickering continues to grow, the issues outlined above will continue to degrade the agricultural viability of the Subject Lands. We are of the opinion that removing these lands from the Greenbelt Plan to facilitate future growth would represent good planning principles by promoting growth contiguous to the existing built-up area of the City of Pickering and directing growth away from high-quality agricultural lands further out from the urbanized area.

Environmental:

From an environmental perspective, it is our understanding that numerous studies have concluded that the Subject Lands exhibit no Provincially significant features, nor contain rare or threatened species. Based on this, we understand that the City’s Growth Management Study team concluded that the development of the Subject Lands would not compromise the natural environment nor the long-term health of the Natural Heritage System. Furthermore, the City’s Study Team recommended the Subject Lands as an appropriate location for development in order to support Smart Growth objectives. These objectives recognize the need for growth in an efficient and compact form, while protecting sensitive areas.

As part of the future development approval processes, the on-site Natural Heritage System features will be further analyzed and appropriate buffer widths identified to ensure the features are preserved and protected over the long term. Finally, we note that sustainable development features will be required. This is reinforced by the *Sustainable Pickering* process. This process will require a high level of community and environmental efficiency, which supports climate change objectives. Opportunities to provide contextually appropriate sustainable development strategies will be explored as part of the future development application process.

Archaeological:

It is our understanding that an archeological review and data gap analysis was prepared for the Subject Lands. The analysis reviewed earlier research and reported on a process for confirming the data collected prior to development. An archaeological assessment will be undertaken and provided in support of a future development application.

On Indigenous engagement, the review highlighted that all efforts will be guided by the Standards and Guidelines for Consulting Archaeology, the draft Technical Bulletin for Engaging Indigenous Communities in Archaeology and the Durham Region Official Plan which include consideration of the Indigenous engagement process with respect to archaeological resources that may be affected by a proposed development.

Employment Lands:

The Subject Lands are well-positioned along key transportation corridors. These locational attributes, specifically Highway 407, support the inclusion of non-residential uses on the Subject Lands to support Provincial and Regional economic development objectives. The inclusion of the Subject Lands within the Urban Area Boundary of the Region of Durham and City of Pickering would support the creation of local employment opportunities and complete communities where residents are able to live, shop, work and play within their community.

The appropriateness of the Subject Lands to provide a range and mixture of non-residential uses is supported by the following considerations:

- The Subject Lands are in proximity to existing Provincial Highway corridors;
- There are two (2) Regional Roads that are to cross the Subject Lands that are components of the Region's capital transit priority network;
- The intersection of these above-noted Regional Roads provide opportunity for key, strategic non-residential development;
- Given their location the Subject Lands are the gateway between the Region of Durham, Region of York and the City of Toronto. As a gateway, there are opportunities for key transportation corridors to be extended and continue across the Subject Lands and beyond. These corridors may include, but are not limited to, Taunton Road/Steeles Avenue., Finch Avenue, 14th Avenue and Highway 7.
- The Subject Lands have been identified as a candidate location for a future GO Transit Station to the south on the CP Rail Line and Bus Rapid Transit Station to the north on Hwy 407; and,

- The Subject Lands are in proximity to and can be easily accessed from the proposed Pickering Federal Airport.

Conclusion:

In summary, we are supportive of the proposed amendments to the Map 6 of the Greenbelt Plan for the following reasons:

1. The City of Pickering undertook a Growth Management Study which recommended that a significant portion of the Subject Lands were appropriate for growth, prior to the Province of Ontario enacting the Greenbelt Plan. Despite the inclusion of the Subject Lands into the Greenbelt Plan, there remains strong municipal support for growth on the site;
2. The Subject Lands are a natural and logical continuation of the City of Pickering Urban Area Boundary and will not result in the fragmentation of the Greenbelt system as they are located adjacent to the existing Pickering Urban Area Boundary and at the southern limit of the Greenbelt Plan;
3. The removal of the Subject Lands from the Greenbelt Plan would support the Provincial initiative to build 1.5 million houses in Ontario over the next 10 years and allow the Region to permit a settlement area boundary expansion in this area to help meet their future growth requirements;
4. The Subject Lands include all the major infrastructure on site that is required for urban growth and they are also within proximity to various community amenities necessary to services future growth. Removing these lands from the Greenbelt Plan for future growth will support the Province's complete community and efficient use of infrastructure objectives;
5. The Subject Lands are not the highest quality of agricultural lands for several reasons and in fact are not viable agricultural lands over the long term. Therefore, removing these lands from the Greenbelt Plan represents good planning principles by directing growth away from higher quality agricultural lands to the north;
6. Future development of the Subject Lands will not compromise the natural environment nor the long-term health of the Natural Heritage System; and,
7. The inclusion of the Subject Lands within the Urban Area Boundary of the Region of Durham and City of Pickering would support the creation of local employment opportunities and complete communities where residents are able to live, shop, work and play within their community.

In summary, given the historical planning context of the Subject Lands, its locational attributes, existing and planned infrastructure investments, conclusions of the previous environmental studies, the ability to support the achievement of Provincial and Regional policy objectives, and the local political support for growth in this area, it is our opinion that removal of the Subject Lands from the Greenbelt Plan on Map 6 are not only appropriate, but represents good planning.



Based on the analysis above, we would like to provide our support for the proposed amendment to remove the Subject Lands from the Greenbelt Area. Thank you for your consideration. Please do not hesitate to contact the undersigned should you wish to discuss this further.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.

Glen Broll, MCIP, RPP
Managing Partner

[Attachment 1 – Letter from City of Pickering Mayor]



Office of the Mayor

September 16, 2015

The Honourable Ted McMeekin
Minister of Municipal Affairs and Housing
Ontario Growth Secretariat
777 Bay Street, Suite 425 (4th floor)
Toronto, ON M5G 2E5

Subject: Co-ordinated Land Use Planning Review

As a follow up to Hazel McCallion's letter to Premier Wynne, dated July 13, 2015, I would like to add my voice to the comments you are receiving through the Coordinated Land Use Planning Review of the Growth Plan for the Greater Golden Horseshoe, Greenbelt Plan, Oak Ridges Moraine Conservation Plan, and Niagara Escarpment Plan.

I also believe this consolidated Provincial Review is a welcomed opportunity to provide valuable input to the Province, review how these four plans have been implemented, and determine if the goals and objectives are being achieved. It is also a very important opportunity for the Province to evaluate how the plans have been working for the upper and lower tier municipalities through the related policies and growth management initiatives.

I have served on Pickering Council since 1994, and as Mayor since 2003. As you may appreciate, I also have a strong and clear vision for the City's future growth. As such, I would like to provide specific comments on one particular aspect of Hazel McCallion's letter – namely, the inclusion in the Greenbelt of the Cherrywood lands in Pickering.

History of the Cherrywood Area:

It is important to understand the history of Cherrywood in order to appreciate the need to allow a fair and transparent review of the Greenbelt boundary in this area. The Cherrywood area is situated along the western border of the City immediately adjacent to Pickering's current urban area boundary. In the early 1970's, Cherrywood was part of a larger area of approximately 14,700 acres in the then Towns of Pickering and Markham, which were purchased or expropriated by the Province of Ontario.

The land, including Cherrywood, was not acquired by the Province for the purpose of preserving it for agriculture, but for the creation of Cedarwood – a new community of 250,000 people that would be developed in conjunction with the Federal Government's plan to build an airport on lands it had acquired just north of Cherrywood.

In 1995, the Province announced it would sell some of the assembled land under a Tenant Purchase Program, and included in this sale were the Cherrywood lands. This targeted sale appeared logical, given the manner in which the lands were acquired. The Province, through the Ontario Realty Corporation (ORC), sought to use Crown Right to create farm parcels of its choosing for sale. As is required for Crown Right, municipal permission was granted by the Town of Pickering and the Region of Durham on the condition that the Province includes agricultural easements on each property as a condition of the sale (in favour of the City, not the Province). The Province initially resisted this requirement, but later agreed.

The easements created were between the Town of Pickering and the landowners. At the time, all of the parties acknowledged that the spirit in which the easements were accepted by the Town was as a development control mechanism to be released by the municipality, once Council determined the ultimate use of the land. The Province did not maintain any interest in the land through the easement or reserve the right to purchase back the lands. In addition, when the lands were sold, the ORC made public statements that the ultimate use of these lands would be determined by the City and Region – and not the Province.

After the sale of the Cherrywood lands, the Province continued to hold significant land holdings in the City of Pickering. These lands were earmarked for development of a new community to be called Seaton. In early 2002, City Council initiated a Growth Management Study over a large area of central Pickering, in order to identify the areas for future urban growth. A study team was selected and an extensive public consultation process was undertaken to determine the appropriate use of the lands. The consulting team recommended urban growth on 40 per cent of the study area, including land in both the Seaton and Cherrywood areas.

In April of 2003, the Minister of Municipal Affairs and Housing signed two orders impacting all of the lands within the City of Pickering's Growth Management Study Area. The first was a Minister's Zoning Order under *Section 47* of the *Planning Act*. The second was an Order establishing the Central Pickering Development Plan under *Section 2* of the *Ontario Planning and Development Act* (OPDA). The Zoning Order covered the Cherrywood lands and created two zones for the area – an Agricultural Zone and a Greenbelt-Conservation Zone. The Order under *Section 2* of the OPDA required the Minister to carry out a planning study and prepare a development plan.

Once prepared, one of the requirements under the Act was for the Minister to consult with the local municipality. In anticipation of this consultation, the City continued the Growth Management Study, and in June 2004, Pickering City Council endorsed the Structure Plan recommendation from the Growth Management study team, establishing an urban boundary and land use designations, which included approximately 620 hectares of land in Cherrywood.

As part of the study process, the study team prepared a comprehensive agricultural assessment and environmental review of the area. I am sure you would agree Minister, that agricultural lands and significant environment features should be the two principal areas of concern that must be reviewed when assessing the appropriateness of land to be considered for inclusion in the Greenbelt Plan or if they are suitable for urban uses. The Province did not provide details of its analysis used to determine lands included in the Greenbelt. The inclusion of the Cherrywood lands was questioned by many stakeholders.

For example:

- The area around Cherrywood is too isolated from major agricultural support services and infrastructure such as machinery dealers, equipment repair shops, veterinarians, welding shops, and farm labourers.
- The land is fragmented by road networks, utility corridors, and rail lines resulting in smaller and irregular shaped fields, which reduce agricultural efficiency, increase travel time, and lead to more clashes between farm and non-farm uses.
- In its June 22, 2004 letter to the Ministry of Municipal Affairs, the Ontario Federation of Agriculture (OFA) stated, "In spite of the good intentions of government to preserve the area for agriculture, farm business economics and land use in proximity to these lands has discouraged farm business from relocating on the preserve (Cherrywood) lands." The OFA continues, "This preserve is more about ideology than pragmatism. It clearly demonstrates that the preservation of farmland requires much more thought and planning than simply making a declaration."
- There are significant urban encroachments on the agricultural lands with three existing hamlets, urban development to the south, and future urban development to the east with the advent of Seaton.
- OMAFRA's Minimum Distance Separation aims to limit the impact of odours from livestock on nearby residential uses.

With these constraints and conflicts, any farming would be limited to cash cropping, which deters investment in farm infrastructure. Essentially, farming is not sustainable or financially viable in this area.

From an environmental perspective, exhaustive studies have concluded that Cherrywood exhibits no provincially significant features nor rare species of flora or fauna. The lands are bordered by the Rouge/Little Rouge Valley to the west, Duffins Creek to the east, and existing urban development to the south. As such, the lands offer no potential as a north/south environmental corridor.

Based on the above information, the City's expert study team concluded that there were very limited agricultural or environmental reasons to restrict development in Cherrywood. The consulting team recommended urbanization based on the ability of the Cherrywood lands to achieve Smart Growth objectives. These objectives recognize the need for growth in an efficient and compact form, while protecting sensitive areas and limiting urban expansion into agricultural areas and areas that cannot be readily serviced by existing and planned infrastructure.

Pickering City Council agreed with the study team's recommendation for growth in the Cherrywood area, and therefore no longer needed to hold agricultural easements as a development control mechanism. However, the Province subsequently passed legislation to reinstate the easements to retain control of the planning of the Cherrywood area. This was in direct contrast to the promise the Province made when it sold the land – that the ultimate land use permissions would be determined by the City and Region and not the Province. Following this, the Greenbelt Plan was enacted and the Cherrywood area was included in the Greenbelt.

All of these actions were strongly protested by the Region of Durham and the City of Pickering. Several Council resolutions were forwarded to the Province from both the City and the Region, urging that Cherrywood be removed from the Greenbelt and given status as a future urban area (as per the study team's recommendations).

Lastly, it is important to note that Clause 3.4.4.1 of the current Greenbelt Plan states that if "a municipality had initiated the consideration of a settlement expansion prior to the date this Plan came into effect..." then they were allowed to complete them under proposed exemptions, all of which Cherrywood met. However, there was an exception to Clause 3.4.4.1, as it specifically states that it does not apply to "those lands within the City of Pickering, in the Regional Municipality of Durham, bounded by the CPR Belleville Line in the south; the York-Durham Townline to the west; and West Duffins Creek to the East." As you can see, Cherrywood was the sole exception to this permission, and a satisfactory rationale for this was never provided.

It has been 10 years since the enactment of the Greenbelt Plan, which provides a timely opportunity for your Ministry to undertake a fair and transparent review of the Greenbelt Plan as it relates to the Cherrywood area.

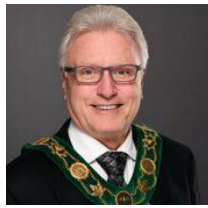
If would be my pleasure to meet with you Minister, to discuss this matter in further detail. I personally appreciate the positive relationship that we share with your government, and I look forward to our continued collaboration in mapping out a progressive plan that will strengthen the City of Pickering, the Region of Durham, and the Province of Ontario.

Yours truly

A handwritten signature in black ink, appearing to read "Dave Ryan". The signature is fluid and cursive, with the first name "Dave" being more prominent than the last name "Ryan".

Dave Ryan
Mayor, City of Pickering

Copy: The Honourable Tracy MacCharles, MPP, Pickering-Scarborough East
Joe Dickson, MPP, Ajax-Pickering
Roger Anderson, Chair, Region of Durham



February 7, 2019

The Honourable Steve Clark
Minister of Municipal Affairs and Housing
College Park, 17th Floor
777 Bay Street
Toronto, ON M5G 2E5

Subject: City of Pickering – Growth Planning for the Greater Golden Horseshoe and
Request for Action
File: A-1000-001

I would like to thank you and your Government for initiating meaningful dialogue with municipalities in regards to governance, accountability, efficiency, and service delivery. It is in this spirit and also in direct response to the goals in the proposed changes to the Growth Plan for the Greater Golden Horseshoe and the challenges with regard to housing supply and affordability that I am writing to advocate for your action on a very significant local and regional planning matter.

Please note, the City of Pickering is not asking for an alteration to the Greenbelt boundary, size or shape. Rather, the City is asking your Ministry to correct a long-standing injustice to Pickering, by leveling the playing field for our citizens.

The City is asking for the removal of a singularly discriminatory clause inserted into the Greenbelt Plan at the 11th hour in 2005 by the Liberal Government - with no evidence, no notice, and no opportunity to consult - that effectively stripped Pickering of the same rights afforded to every other municipality impacted by the Plan.

The Greenbelt Plan (2005) permitted municipalities who had **initiated** settlement area expansion studies prior to the effective date of the Greenbelt Plan, (December 16, 2004), to complete and implement their studies (policy 3.4.4.1), but expressly prohibited Pickering from implementing the results of its municipally initiated settlement area expansion study (policy 3.4.4.2a). This “transition” was afforded to every other municipality except Pickering. Transition is a long-standing tool employed by democracies to ensure fairness and encourage private investment. Despite a specific request to the previous Government to have the clause removed, the 2016 Greenbelt Plan retained the same policy permissions and prohibitions noted above (although renumbered as policies 3.4.5.1 and 3.4.5.2a).

The City of Pickering’s comprehensive three year settlement area expansion study was **completed** on December 13, 2004, with Council’s adoption of the Study’s results through Amendment 13 to the

Pickering Official Plan, which among other matters, expanded the urban area into lands bounded by the CPR Belleville Line to the south, the York Durham Townline to the west, and the West Duffins Creek to the east. With no rationale or advance warning, this area was effectively frozen.

In response to the 2015 *Coordinated Review of Ontario's Land Use Plans as they relate to the Greater Golden Horseshoe, the Greenbelt Plan, and the Oak Ridges Moraine Conservation Plan*, the City of Pickering specifically asked the Government to remove the clause. On September 19, 2016, Pickering Council endorsed Planning Report PLN 15-16, which provided as part of its first recommendation, the removal of clause 3.4.4.2a in the former Greenbelt Plan (renumbered as 3.4.5.2a in the Greenbelt Plan 2016).

While our request had the support of the Region of Durham and also our local MPPs, who sat in the Government caucus of the time, the previous Government ignored our request.

The policy clause unfairly targeted the City of Pickering and ultimately interfered with our legislated right to plan and govern for the social, economic, and environmental well-being of our city and our citizens. Our 2004 Settlement Area Expansion Study addressed those criteria and was conducted as an open and public process, but was struck down by an arbitrary policy with no consultation, and for the last 14 years has negatively impacted our ability to appropriately accommodate the growth needs of the City, the Region and the Greater Golden Horseshoe.

As you may appreciate, it was extremely frustrating that other municipalities in similar situations were allowed to continue their planning processes for development projects that were already underway. It was truly extraordinary that in all of Ontario, it was this area of Pickering alone that was singled out. To this date, we have never been provided with any reason for the prior Government's action.

The City is simply asking for the same right accorded to all other Municipalities at the time, and that the discriminatory clause be removed from the Greenbelt Plan. The City will, of course, abide by all other planning requirements and will work accordingly with all stakeholders, including the Region of Durham, the conservation agencies, and your Ministry.

Thank you for your consideration. We would appreciate the opportunity to have a more detailed and meaningful dialogue on the matter.

Yours truly



Dave Ryan
Mayor, City of Pickering

Copy: The Honourable Peter Bethlenfavy, MPP, Pickering-Uxbridge
Members of Council
Chief Administrative Officer

[Attachment 2 - Ontario Federation of Agriculture (OFA) Letter]



Ontario Federation of Agriculture

40 Eglinton Avenue East, 5th Floor, Toronto, Ontario M4P 3A2
(416) 485-3333 Fax: (416) 485-9027 Web address: www.ofa.on.ca

June 22, 2004

Mrs. Maria Van Bommel, P. A.
Rural Affairs,
Ministry of Municipal Affairs
777 Bay Street, 17th floor
Toronto, ON M5G 2E5~

Dear Mrs. Van Bommel:

Thank you for meeting with representatives of the Ontario Federation of Agriculture on Monday, June 7, to review serious issues affecting rural Ontario. At that meeting you also sought our views on the Duffin Rouge Agricultural Preserve.

The Duffin Rouge Agricultural Preserve (DRAP) is approximately 3080 ha. between the Rouge Valley and West Duffins Creek, of which approximately 1980 ha. is in North Pickering, Durham Region. The Preserve was created in 1993 as part of the Rouge Park and Duffin Rouge Agricultural Preserve, set aside for "park and agricultural purposes for the benefit and enjoyment of future generations in Ontario." (Duffin Rouge Agricultural Preserve Strategy, DRAP, document). All of the preserve in Pickering is land expropriated by the Province in the early 1970s for Seaton - a model community to support the proposed Pickering airport just to the north.

Frankly, the agricultural communities and farm businesses in this area were emasculated when the Pickering and Seaton lands were expropriated 30 years ago. In spite of the good intentions of governments to preserve the area for agriculture, farm business economics and land use in proximity to these lands has discouraged farm business from relocating on the preserve lands.

Proponents of the preserve have generally a utopian view of agriculture which does not reflect today's agricultural production and investment realities, and could more accurately be described as valuing agricultural land more for its open or green space than its commercial viability. Since 1995 farm business has had the opportunity to lease lands and there have been few takers.

The mission of the OFA is to improve the economic and social well-being of farmers in cooperation with county, commodity and rural farm groups.

This preserve is more about ideology than pragmatism. It clearly demonstrates that the preservation of farmland requires much more thought and planning than simply making a declaration. Farmland that is not economically feasible to farm (especially in these tough times) is not real farmland at all; rather it is the greenspace that many ideologues seek in the guise of "farmland".

While there may be reason to preserve the DRAP for other reasons, it should not be done under the premise that agricultural land is being saved. Rather, the government should focus a concerted and holistic approach to farmland preservation to avoid the mistakes made some 30 years ago in the Rouge Valley.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ron Bonnett', with a stylized, cursive script.

Ron Bonnett,
President

c: OFA Land Use Committee.
Durham Federation of Agriculture
OFA Executive Committee

[Attachment 3 – GEI Infrastructure Letter]

Memo

To: Ministry of Municipal Affairs and Housing
777 Bay Street, 17th Floor, Toronto, ON M5G 2E5

From: GEI Consultants Ltd.

Date: December 1, 2022

Re: ERO # 019-6216 – Proposed Amendments to the Greenbelt Plan (MAP #6)
Cherrywood Area Lands in the City of Pickering

Submitted By Email: greenbeltconsultation@ontario.ca

We are pleased to present this letter which provides a high-level summary of the existing major infrastructure located within or adjacent the Cherrywood Area Lands (bounded by the Canadian Pacific Railway to the south, Highway No. 407 to the north, York-Durham Line to the west and West Duffins Creek to the east). For the purpose of this letter, existing major infrastructure is defined as municipal water and wastewater facilities, natural gas and hydro-electric systems.

Executive Summary

The Cherrywood Area Lands contain several major servicing and utility corridors aligned through the Lands, primarily in the southern half near the CP Railway. The presence of this existing major infrastructure can assist and promote the ability of future development of the Cherrywood Area Lands to proceed in a suitable manner through the logical extension of servicing within the Lands from a south to north build out progression. The preparation of Master Servicing Studies, completed in consultation with affected municipalities, agencies and stakeholders will be necessary to determine extent of upgrades to existing infrastructure and new servicing/utility infrastructure requirements to accommodate future development of the Lands with municipal water distribution, sanitary sewage conveyance and utility supply.

1. Sanitary Sewage Conveyance

Two main trunk sewer branches of the York-Durham Sewage System (YDSS) are aligned near the southern boundary of the site, adjacent the CP Railway and through the Lands in an east-west direction, conveying sewage southeasterly towards the Duffins Creek Water Pollution Control Plant. The existing trunk sewers are deep, large diameter pipes that convey millions of liters of sewage per day. The proximity of the existing trunk sewers to the Cherrywood Area Lands presents an opportunity for studying potential new connection(s) to the existing trunk sewer to provide municipal, gravity-based sanitary servicing for the Lands.

2. Duffins Creek Water Pollution Control Plant (WPCP)

The Duffins Creek WPCP is located in the City of Pickering, on the shores of Lake Ontario and services a total population of approximately 1,200,000 people. Based on the Duffins Creek WPCP 2021 Annual Performance Report, the WPCP is designed to treat an average daily flow rate of 630,000,000 L/day and in 2021 the WPCP operated at 53% of its approved capacity.

3. Municipal Water Distribution

The existing Cherrywood Water Reservoir and Water Pumping Station represents major water supply infrastructure located along the southern boundary of the Lands, at CP Railway and Rosebank Road. In addition, an existing 400mm diameter watermain is aligned northly along Rosebank Road from the Cherrywood Reservoir/Pumping Station to existing residential communities at Rosebank Road/Third Concession Road and at Altona Road/Third Concession Road. The presence of existing major water supply infrastructure should aid in supporting potential future extensions of water supply mains to feed new water reservoirs and pumping stations to service the Cherrywood Area Lands.

4. Hydro-Electric Systems

A series of existing Hydro-Electric Power Corridors (HEPC) are aligned through and adjacent the Cherrywood Area Lands in an east-west direction. Existing corridors exist through the Lands along Taunton Road and south of Third Concession Road. A third corridor is located near the Lands adjacent the CP Railway. The existing hydro-electrical power supply are routed through the Cherrywood Transformer Station, located near the southeast corner of the Lands, between Fairport Road and Dixie Road. The Cherrywood Transformer Station services the Pickering-Ajax-Whitby Sub-Regions with step down voltage for local distribution. Local distribution of hydro-electric supply to existing residents is available along most existing roads within the Lands via overhead low voltage power lines. Consultation with the local hydro-electric distributor will be required to determine voltage step down and new infrastructure requirements to service any future development within the Cherrywood Area Lands.

5. Gas Distribution

Enbridge Gas owns and operates an existing pipeline aligned along the southern boundary of the site, adjacent the CP Railway. Existing distribution of natural gas is available locally within the Cherrywood Area Lands along sections of existing roads, south of Third Concession Road. Consultation with Enbridge Gas will be required to determine new infrastructure requirements to extend high and low pressure gas lines to service any future development within the Cherrywood Area Lands.