

Our ref: 11219715

June 22, 2023

Ministry of Municipal Affairs and Housing
Attention: Andy Doersam
Municipal Services Office, Central Ontario
16th Floor, 777 Bay Street
Toronto, ON M7A 2J3

ERO Posting 019-7195
Ministry Reference: 18-OP-237796
Durham Region Official Plan

Dear Sir:

We are the planning consultants for Halminen Homes (Halminen) and Tribute Communities (Tribute) with regard to their respective land holdings north of Concession Road 3 and east of Highway 35/115 adjacent to the current urban boundary of Newcastle Village. Through the Envision Durham process we have made submissions on their behalf via letters dated February 11, 2021, and May 31, 2021. These submissions were subsequently identified as BER-39 by the Region. The conclusion of both submissions was that the northward expansion of Newcastle Village onto the lands proposed for Settlement Area Boundary Expansion (SABE) by Halminen and Tribute was the logical first priority for any new Community Area designation of the existing Newcastle Village urban area.

Amongst the many reasons in support of this conclusion, was the fact that the proposed SABE is adjacent to the current Newcastle Village urban area. Urban development is proceeding in the North Village neighbourhood including approved Draft Plans of Subdivision and the completion of a Secondary Plan to the limit of the North Village Secondary Plan Area shown on **Figure C**.

Our client's proposed Settlement Area Boundary Expansion on the north side of Newcastle Village is shown as BER-39 outlined in red on the attached **Figure A** which also shows the SABE's included in the Durham Region Official Plan that is before of the Ministry for approval.

The expansion to the north of Newcastle Village was not recommended by Staff of the Region of Durham. In its response to our client's request, the Region expressed a preference for eastward expansion of Newcastle Village citing the opinion that it offers great "connectivity" and is "logical". In response to a further submission in this regard, Regional Staff reiterated a preference for eastward expansion.

In our submission, the SABE proposed by our clients offers as much or more "connectivity" and is equally "logical".

1. Expansion of Existing Road and Active Transportation System

As can be seen on **Figure B**, both North Street and Arthur Street cross the CPR and connect the downtown core area of Newcastle (at Highway No 2) to Concession Road 3. North Street also connects further south to the Newcastle waterfront. Both roads form part of the Clarington Active Transportation cycling network. Therefore, there are already vehicular and active transportation connections to Concession Road 3. It will be logical and efficient to extend these routes north of Concession Road 3 to connect the proposed SABE area proposed by Tribute and Halminen. By contrast there are no east-west connections north of the CPR to extend into the eastward expansion proposed by Regional Staff.

2. Facilities and Services to Connect To

It is one thing to create connections into a new neighbourhood. It is quite something else to create a new neighbourhood that has facilities within it to which it is worth connecting. As noted on **Figure C**, the SABE proposed by Tribute and Halminen contains the Clarke High School and the Pines Senior Public School. These significant public facilities serving the whole of Newcastle Village are currently only accessible from Highway 35/115; a controlled access freeway. Expansion to the north of Concession Road 3 will extend the two roads shown on **Figure B** into a new neighbourhood where the road network would connect to the two schools via regional and local roads. Residents would be able to access these significant community facilities from inside the community without having to venture onto a divided Provincial Highway.

We note that there are also a few commercial facilities along the east side of Highway 35/115 that could be successfully integrated into the community and connected more directly to the urban fabric of the Village of Newcastle.

3. Exposure and Access to Highway 35/115

Another facet that makes expansion to the north more logical than expansion to the east is that northward expansion will be along Highway 35/115 and connected to an interchange at Concession Road 3. This makes a northern SABE more accessible than eastward expansion and makes more efficient use of the investment in the highway and its interchange.

4. Closing

Our clients are not opposed to the SABE already adopted by Regional Council. However, given the above, on behalf of Halminen Homes and Tribute Communities, we request that a Community Area designation over BER-39, as shown on **Figure A**, also be included on Map A of the approved Durham Region Official Plan.

GHD



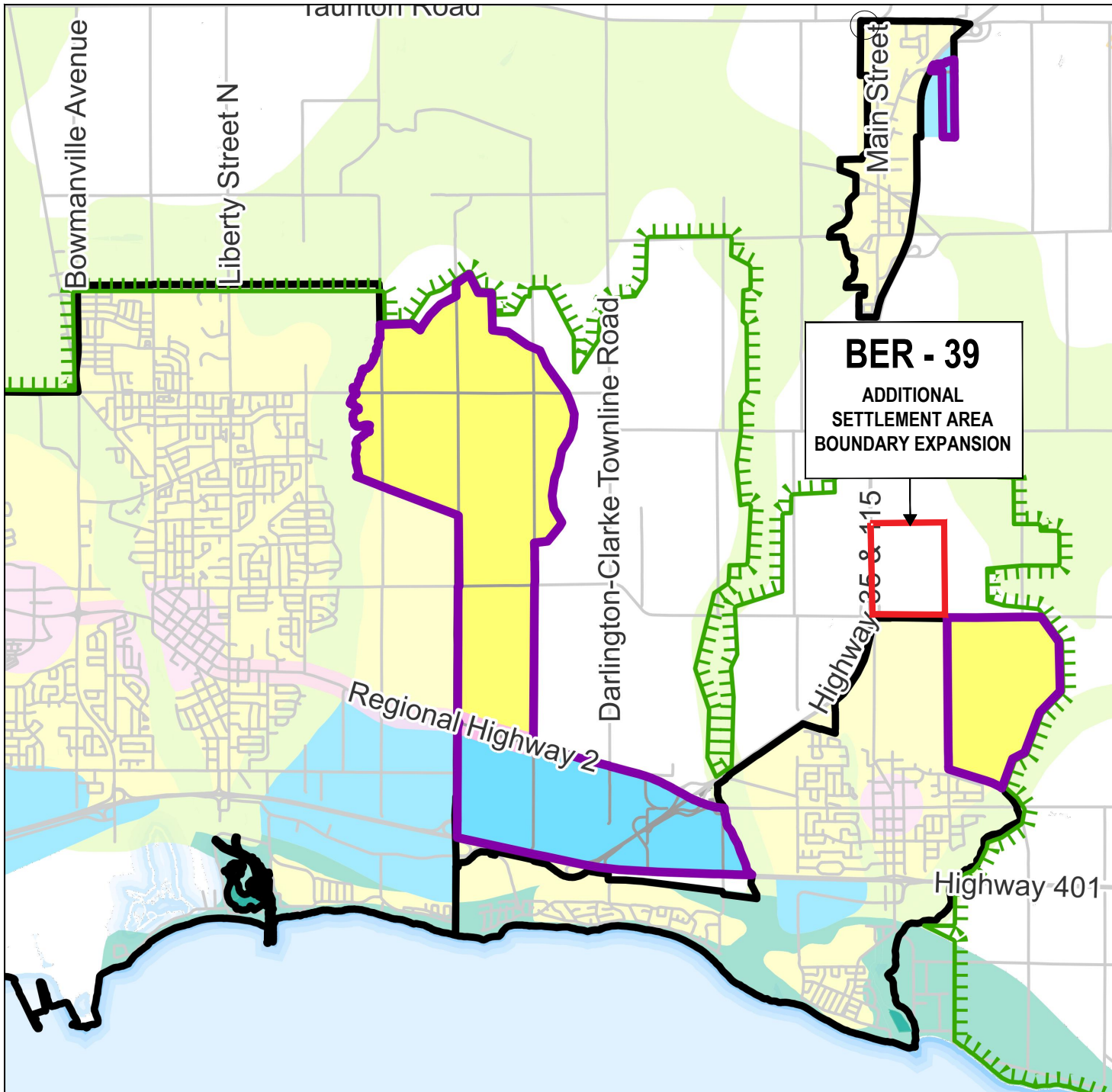
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Copy to: Halminen Homes, Attention: Hannu Halminen
Tribute Communities, Attention: Lucy Stocco and Steve Deveaux



BER - 39
 ADDITIONAL
 SETTLEMENT AREA
 BOUNDARY EXPANSION

- | | |
|---|--|
| Proposed Settlement Area Boundary Expansion Areas | Oak Ridges Moraine Areas |
| Regional Centre / Regional Corridor | Greenbelt Boundary |
| Prime Agricultural Areas | Urban Area Boundary |
| Employment Areas | Municipal Boundary |
| Major Open Space Areas | Selected Endorsed Employment Conversions (for context) |
| Living Areas / Community Areas | Proposed Major Transit Station Area Extension |
| Hamlet | |
| Waterfront Areas | |



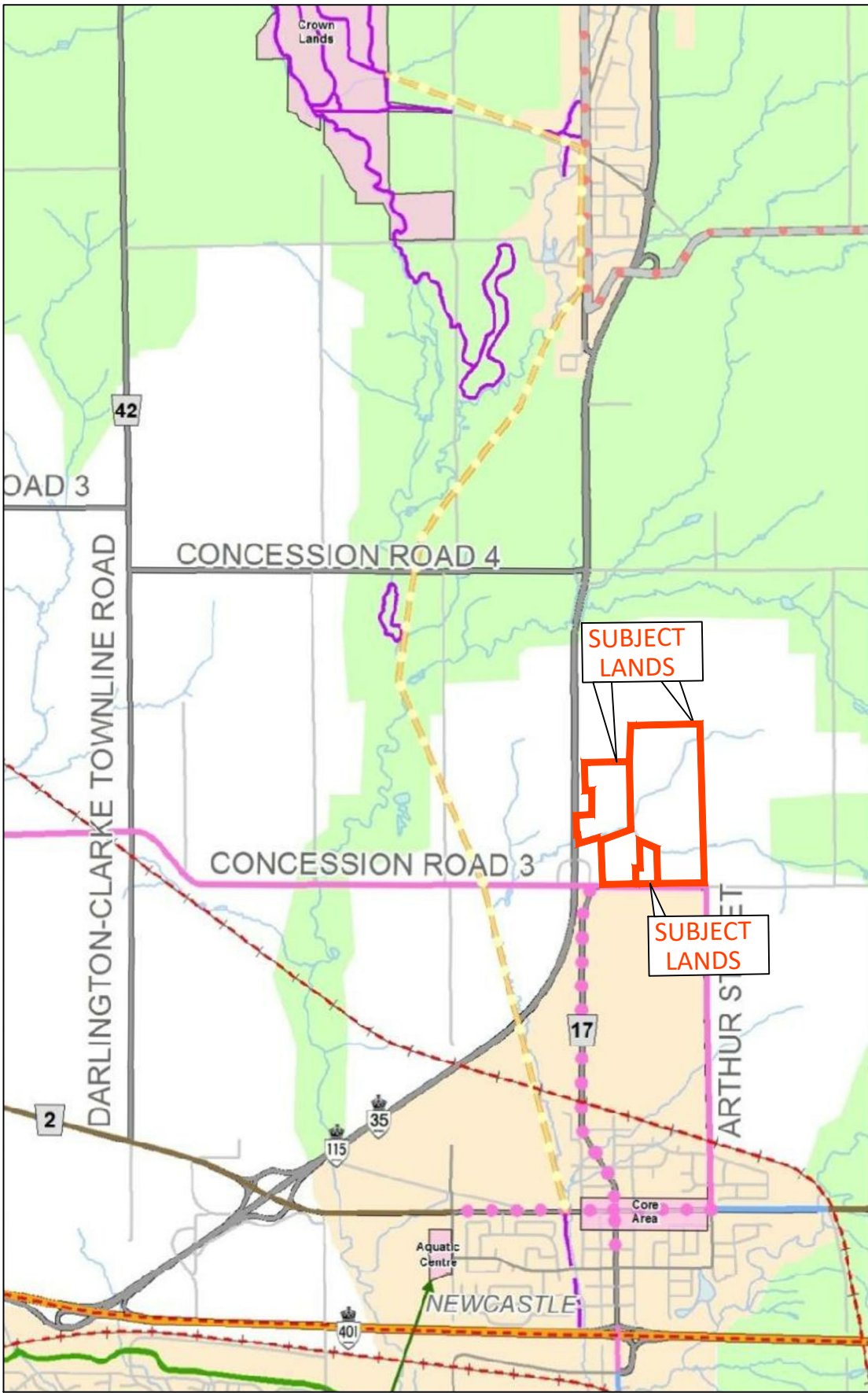
Subject Lands



TRIBUTE
 HALMINEN [NEWCASTLE]
 ENVISION DURHAM - SETTLEMENT
 AREA BOUNDARY EXPANSIONS -
 CLARINGTON [ATTACHMENT #4]

Project No. 11219715
 Revision A
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Figure A



Proposed Cycle and Trail Network

- Cycle Lane
- Multi Use Path
- Paved Shoulder
- Signed / Shared Lanes
- Proposed Trails
- Greenbelt Cycle Route

Trail Network

- Existing Cycle Lane / Shared Route
- Clarington Initiative
- Waterfront Trail
- Potential Regional Trail Connections
- Existing Trail

Destination, Barriers and Links

- Pedestrian/Cyclist Barrier
- Key Linkage
- Key Active Transportation Destination
- Future GO Station

Other Features

- Freeway
- Arterial Road
- Collector Road
- Local Road
- Municipal Boundary
- Watercourse
- Highway 407 Corridor
- Waterbody
- Urban Area
- Greenbelt



TRIBUTE / HALMINEN (NEWCASTLE)

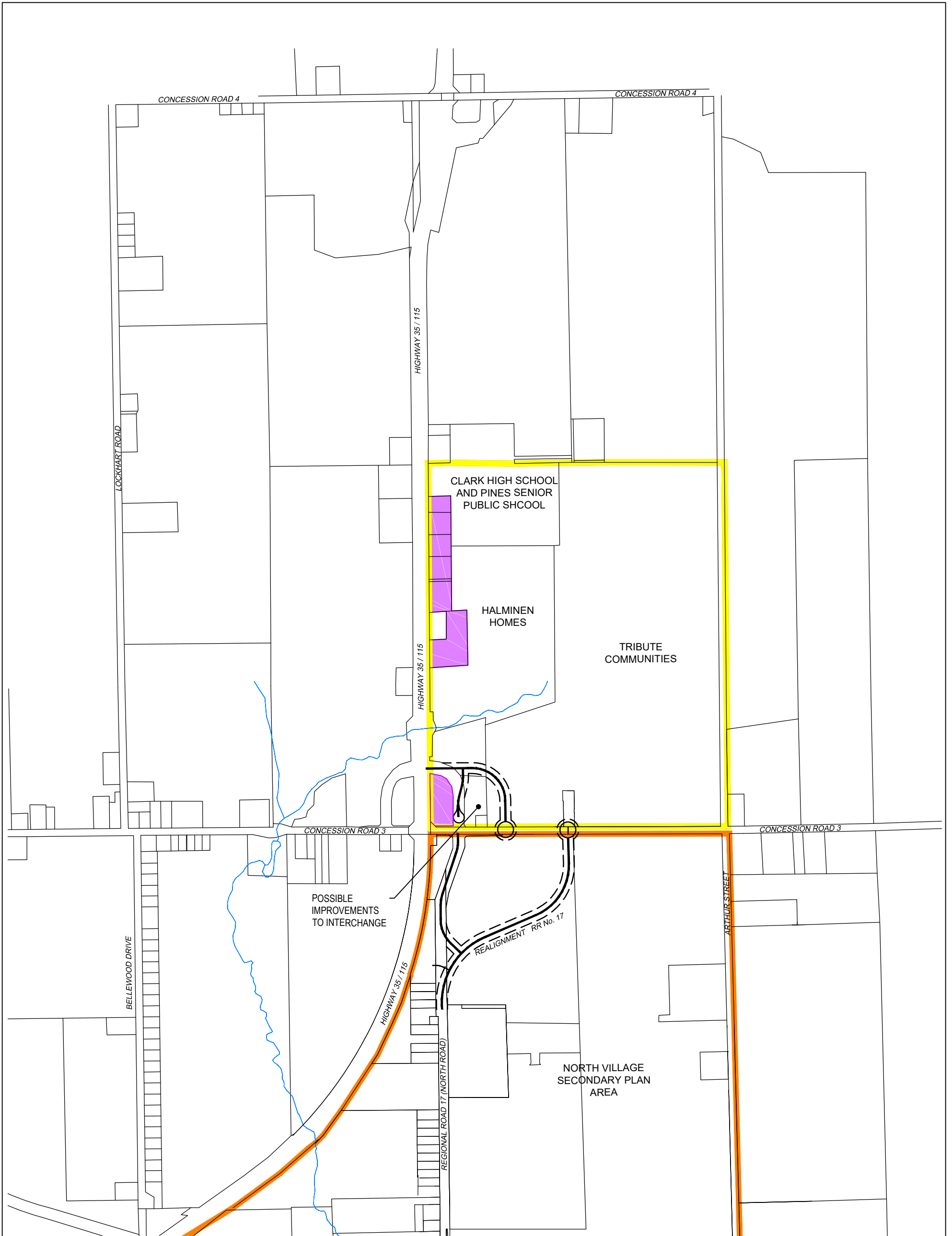
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CLARINGTON ACTIVE
TRANSPORTATION PLAN

Figure B



REALIGNMENT OF REGIONAL ROAD No. 17 AND POSSIBLE IMPROVEMENTS TO HIGHWAY 35 / 115 INTERCHANGE ARE AS PER ALTERNATIVE 3 FROM "REGIONAL ROAD 17 REALIGNMENT INTEGRATED CLASS EA STUDY".

LEGEND:

- REQUESTED SABE (82 ha - 203 ac)
- EXISTING COMMERCIAL USES IN REQUESTED SABE
- EXISTING URBAN BOUNDARY
- ROAD REALIGNMENT (30m RIGHT-OF-WAY)



HALMINEN HOMES
 TRIBUTE COMMUNITIES
 SABE REQUEST
CONTEXT PLAN

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Figure C