

August 19, 2023

Hon. Steve Clark
Minister of Municipal Affairs and Housing
777 Bay Street – 17th Floor
Toronto, ON M7A 2J3

**RE: ERO #019-7195
1501-1541 Scugog Line 6, Port Perry
Comments on Regional Municipality of Durham Adopted Official Plan
Consideration for Employment Lands Conversion**

The Biglieri Group Ltd. (“TBG”) represents the owner of 40 hectares on lands known municipally as 1541 and 1501 Scugog Line 6, in Port Perry in the Township of Scugog (the “Subject Site” or “Site”). This letter has been prepared to request support for the Subject Site to be considered for a partial Employment Land Conversion (“ELC”).

The letter is organized into the following Sections:

- A. Subject Site and Surrounding Land Uses
- B. Proposed Development
- C. Policy Framework

SECTION A - SUBJECT SITE & SURROUNDING LAND USES

The Subject Site is located on the north side of Scugog Line 6, municipally identified as 1541 and 1501 Scugog Line 6 (**Figure 1**). The Site is approximately 40 hectares (99 acres) with a frontage of approximately 470 metres on Scugog Line 6. There is a residential building located on the southeast portion of the site (**Figure 2**). The Subject Site is on the west Side of Port Perry within the Urban Area, which is the largest urban area in the Township of Scugog. The Site has access to water and sanitary service connections and the Subject Site is within an area poised for future development.

The surrounding land uses include:

North: Lands to the north are within the Port Perry Urban Area but are currently used as farmland. An ELC has been requested for 1520, 1540 and 1580 Reach Street (the property directly north of the Subject Site) to allow for mixed-use residential uses.

South: Smart Centres Port Perry, a commercial plaza with retail stores and services including Walmart, the LCBO, Scotia Bank, Bulk Barn, Pizza Hut and Pet Valu.

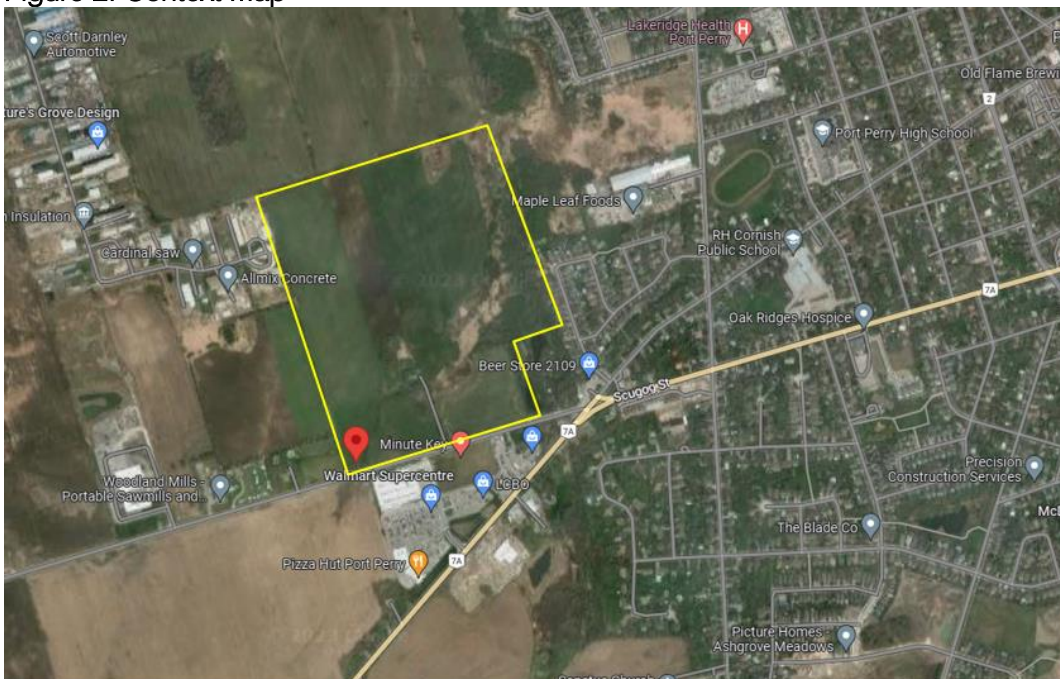
East: Urban residential community.

West: Employment area with a mix of undeveloped land and industrial developments including a waste management company, equipment suppliers and various manufacturers.

Figure 1: Aerial View of Subject Site



Figure 2: Context Map



SECTION B - PROPOSED DEVELOPMENT

The request proposes to maintain the *Prestige Industrial* and *General Industrial* land use designations on the western half of the Site (Block 1) and to convert the land use designation on the eastern half of the Site (Block 2) from *Prestige Industrial* and *General Industrial* to *Residential* to facilitate its development for low-density residential uses on the Subject Site (**Figure 3**). The purpose of the partial conversion is to contribute the housing supply in the Port Perry community in response to an increase in demand for housing, and to create a transition area between the existing employment areas to the north/west (*Prestige Industrial*, *General Industrial*, *Neighbourhood Commercial*) and the more sensitive land uses to the south/east (*Residential*, *Hazards*, *Community Commercial*).

The proposed request seeks to provide for the efficient development of land by redesignating a portion of the Site to support suitable additional uses and provide a transition between the employment areas and more sensitive uses adjacent to the Site.

Maintaining the employment areas on the western portion of the Site is necessary to ensure consistency with the PPS per the policies in section 1.2.6 respecting major facilities and sensitive land uses. Facilities such as the Miller Waste Port Perry recycling centre to the west of the Site requires a buffer from any sensitive land uses, including residential. Accordingly, the *Prestige Industrial* and *General Industrial* are a more appropriate land use designation on the western portion of the Subject Lands to create a transition from more traditional industrial uses to commercial and residential uses to the east.

The ELC proposes redesignation of the eastern portion of the Site to *Residential* in the Township of Scugog Official Plan, and the inclusion of the Site in the *Community Areas* designation per the Durham Region Official Plan. These designations are better suited to lands in proximity to the Hazard Lands (located in the Kawartha Conservation Authority Regulated Area) and the residential developments to the east and south of the site. The partial ELC allows for a broader range of appropriate and transitory land uses, as employment area uses are maintained but there is opportunity for additional growth and development. Therefore, there is a net benefit result gained through the proposed conversion. The Subject Site is unique in its location and context and would not set a precedent for conversion of other employment lands to the north and west.

It is important to note that an ELC was requested for the properties directly north of the Subject Site at 1520, 1540 and 1580 Reach Street. The request is to permit mixed-use residential uses on the eastern portion of this property, and to maintain a portion of the Employment Area lands on the western portion of the property. If this ELC is approved, it will result in development constraints on the Subject Site as the *Prestige Industrial* and *General Industrial* designations currently identified on the Subject Site will create land use compatibility conflicts with the re-designation of the property to the north. If the current designations are maintained on the Subject Site, the lands earmarked as *Prestige Industrial* and *General Industrial* will effectively be isolated due to the re-designation of the property to the north for sensitive uses and the lands to the east that are designated *Hazards* (due to the presence of natural heritage features) and *Residential*. Furthermore, there is the risk that maintaining the current designations on the Subject Site may facilitate the movement of industrial traffic from the employment lands through residential areas without adequate buffers. It is expected that the industrial traffic will create conflicts in the residential areas, which will be unavoidable if these lands remain as solely employment lands.

Figure 3: Concept Plan



SECTION C - POLICY FRAMEWORK

The proposed ELC is consistent with the policies of the Provincial Policy Statement (2020) (“PPS”) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (“Growth Plan”), Envision Durham (2023) (“ROPA”) and the Township of Scugog Official Plan (2017) (“OP”).

Provincial Policy Statement (2020)

The Provincial Policy Statement (“PPS”) provides overall direction on matters of provincial interest related to municipal planning decisions. Decisions made under the Planning Act, shall be consistent with the PPS.

The PPS supports sustaining healthy, livable and safe communities by promoting efficient development and land use patterns, accommodating a range and mix of affordable and market-based residential units, employment, institutional, recreation, park and open space and other uses, per Policy 1.1.1 (a, b). The PPS also directs that sufficient lands shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years (Policy 1.1.2), that settlement areas are intended to be the focus of growth and development (Policy 1.1.3.1), and new developments in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities (Policy 1.1.3.6).

Per Policy 1.3.1 c) planning authorities shall promote economic development and competitiveness by encouraging compact, mixed-use development that incorporates compatible employment uses to support livable and resilient communities, per Policy 1.4.

Planning authorities also should assess employment areas during the MCR process to ensure that assigned employment area designations are appropriate (Policy 1.3.2.2). The PPS permits the conversion of employment areas to non-employment uses during the MCR process, provided it has been demonstrated that the land is not required for employment purposes over the long term and there is a need for the conversion (Policy 1.3.2.4) and as long as land use compatibility is maintained (Policy 1.3.2.3). The partial ELC will ensure separation or mitigation from sensitive land uses and provide an appropriate transition from employment areas to sensitive uses.

Per the Durham Region Growth Management Study (G.M.S.) – Phase 2 (Area Municipal Growth Allocations and Land Needs, 2051), the Township of Scugog is forecast to contain an Employment Area surplus of 122-ha, which is not expected to be needed to accommodate growth prior to 2051. The proposal to redesignate a portion of the existing Employment area will not impact the ability of Scugog to achieve their overall employment growth targets as the municipality has excess employment lands. The west side of the Subject Site, which is proposed to be maintained as an Employment use, represents a location with an adequate size and configuration to accommodate a wide range of future parcels and uses. The Site is also close to the Regional Strategic Goods Movement Network and can function as a strategic long-term site to accommodate Regional employment growth.

The Durham Region Growth Management Study (G.M.S.) – Phase 2 (Area Municipal Growth Allocations and Land Needs, 2051), also states that developed Employment Lands in northern

Durham is a relatively small portion of the Urban Employment Areas in Durham Region. Employment within the Township is forecast to grow by 2,600 jobs between 2021 and 2051, representing an annual growth rate of 0.8%, which is less than the growth rate of 1.9% observed historically between 2006 and 2021. Therefore, the partial conversion of the lands to a non-employment use will have a negligible impact on achieving Port Perry's employment targets.

In the PPS, intensification, and the provision of a mix of land uses are central tools to be used in the creation of complete communities. Per Policy 1.4.1a) and b) planning authorities shall plan for residential intensification and redevelopment by providing for a 15- year supply of appropriately designated and available land and maintaining sufficient servicing capacity.

In addition, per policy 1.4.3 b) planning authorities are to provide for an appropriate range and mix of housing options and densities to meet projected market based and affordable housing needs by "permitting and facilitating all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and permitting and facilitating all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3".

The Subject Site being in a settlement area, near existing residential developments and multiple other sensitive land uses still maintains a portion of the Employment Areas lands and is therefore an appropriate location to undertake a partial ELC.

Greenbelt Plan (2017)

The Subject Site is located within the Towns and Villages designation in the Greenbelt Plan Area. Per Policy 3.4.3.1, the policies of the Greenbelt Plan do not apply to the Subject Site with a few noted exceptions (3.1.5, 3.2.3, 3.2.6, 3.3 and 3.4.2) as lands within Settlement Areas must conform to policies in the Growth Plan.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe ("Growth Plan") provides provincial direction on where and how to grow. It seeks the development of complete communities designed to support healthy and active living throughout an entire lifetime. It requires the provision of infrastructure to support growth, the protection of natural systems and cultivating and integrating new economic and employment opportunities. The Growth Plan works in tandem with the principles and policies of the PPS, including but not limited to: the development of strong, healthy communities, the long-term protection of employment areas, and the provision of an effective and efficient land use planning system. These policies serve to manage growth to the year 2051 and are to be read in conjunction with the policies of the PPS.

Policy 2.2.1.2 c) states that within settlement areas, growth will be focused in: delineated built-up areas; strategic growth areas; locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and areas with existing or planned public service facilities. Furthermore, the Growth Plan seeks the achievement of complete communities, that feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities (Policy 2.2.1.4 a) and provides a

diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes (Policy 2.2.1.4 c).

Section 2.2.5 establishes policies related to employment areas, including that municipalities will plan for all employment areas within settlement areas by providing an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility (Policy 2.2.5.7 c).

The Growth Plan also highlights the importance of complete communities and the role that employment lands have within complete communities. Like the PPS, intensification and a mix of land uses are markers efficient land use planning. The Growth Plan provides specific criteria to determine the merits of an employment conversion at the time of the MCR, per Policies 2.2.5.9 and 2.2.5.10. Further, the Growth Plan permits conversion requests that demonstrate there is a need for the conversion and there are sufficient employment lands available to conform to the growth horizons established in the Growth Plan.

The proposed partial ELC conforms to the spirit of the Growth Plan, as it seeks to undertake efficient land use planning through intensification (for residential uses), increased infill in the employment area and ensuring an appropriate transition between employment areas and adjacent non-employment areas.

Changes to Provincial Planning (Bill 109, Bill 23, Bill 97)

The introduction of the Housing Supply Action Plan (3.0), the suite of accompanying legislative changes (Bill 109, Bill 23) and the introduction of new planning tools (e.g., the Community Infrastructure and Housing Accelerator tool) over the last year, demonstrates a noticeable shift in provincial priorities.

As part of its commitment to expand the current housing supply, the Province has established a goal to have 1.5 million new homes built by 2031. A factor in the changes that the Province has made to the Planning Act through Bill 109 and Bill 23 is to provide the municipalities with the tools to meet this target in an efficient and timely manner. Furthermore, the ongoing review of the Growth Plan and the PPS, and the integration of policies could impact density and intensification targets to better align with the caveats of Bill 23 and its focus on expanding the provincial housing supply. The development on the Subject Site strongly aligns with the change in provincial priorities towards the expansion of the housing supply as it provides for a diversification of the area's housing typology and contributes to the increase in available housing options in Durham Region. Considering the increasing challenges faced by Ontarians in the face of the ongoing housing crisis, the partial ELC not only facilitates a solution to this issue by developing a much-needed residential community but also maintains the provision of employment lands and the ensuring economic development opportunities.

Furthermore, the *Helping Homebuyers, Protecting Tenants Act* (Bill 97), restricts the definition of "area of employment" per the *Planning Act, 1990* such that it excludes institutional, commercial, retail and office uses where they are not associated with or related to manufacturing or warehousing uses. In addition, the Province proposed a new Provincial Planning Statement in April 2023, that includes a similar definition to the revision proposed to the *Planning Act, 1990*

which limits the uses permitted within an employment area to manufacturing, warehousing, and certain associated or ancillary uses. While municipalities have the option to grandfather the existing permitted commercial and institutional uses in an employment area (if the uses are established prior to the proposed amendments to the *Planning Act, 1990* coming into effect), it is clear the intention of the changes proposed through Bill 97 is to streamline the definition of employment areas to describe “*only those uses that cannot locate in mixed-use areas and require protection against conversion (e.g., heavy industry, manufacturing, large-scale warehousing, etc.)*”.

Current Durham Region Official Plan (2020)

The Durham Regional Official Plan (“ROP”) establishes the land use and planning framework for local area Official Plans and decision-making. The ROP also sets out the goals and objectives to guide growth and development, ensuring that growth occurs in an orderly fashion (Policy 1.2.1 a), to develop the Region to its economic potential and increase job opportunities for its residents (Policy 1.2.1 b), to establish a wide range of housing opportunities (Policy 1.2.1 d) in Urban Areas, and creating healthy and complete, sustainable communities (Policy 1.2.1 e). The ROP also directs for the development and utilization of lands efficiently (Policy 1.3.1b), an increased mixture of housing by type, size, and tenure, and creating Urban Areas that are people-oriented and support active transportation (Policy 1.3.1g).

Employment Areas

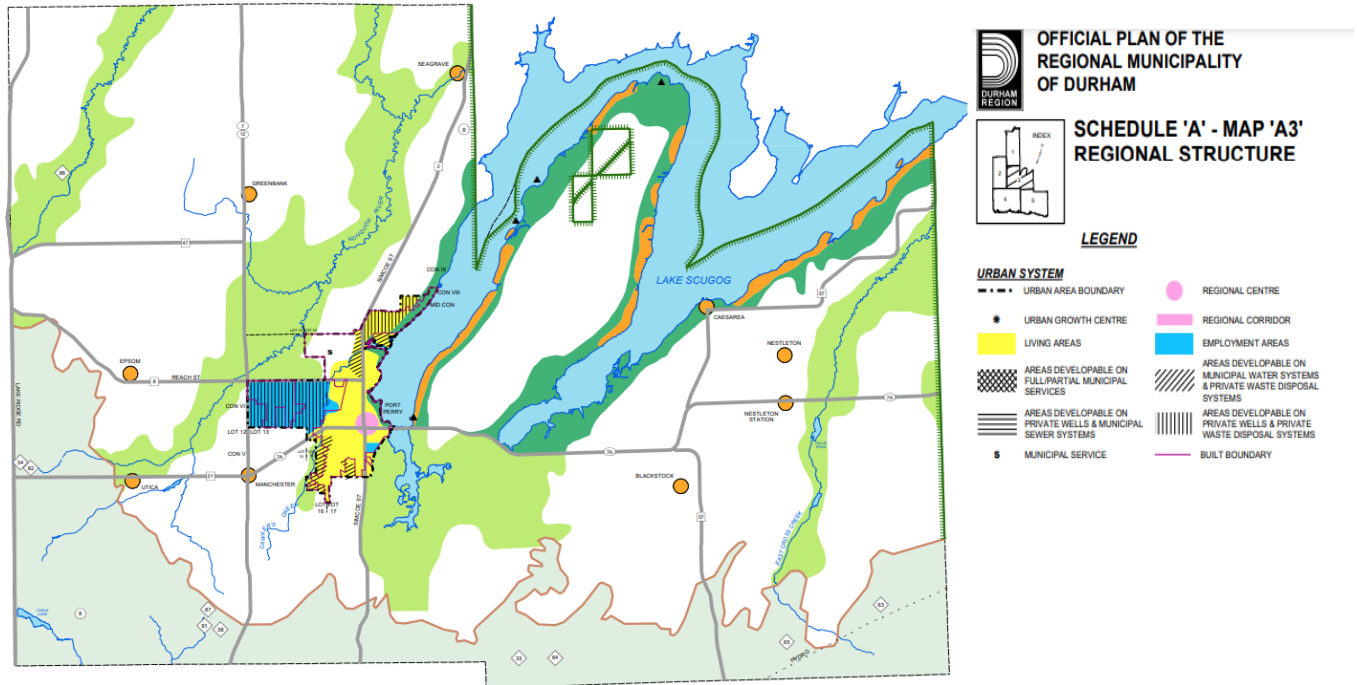
The ROP designates the Subject Site as *Employment Areas*, which is located within the Urban System per Schedule A – Map A3 (**Figure 4**). The intent of *Employment Areas* in the Urban System is to provide for the development of industries and businesses, to increase the availability of industrial and high skill job opportunities, and to attract industries and businesses (Policies 8.1.17, 8.1.18, 8.1.19). Furthermore, the Region and local municipalities shall maximize the employment potential of designated *Employment Areas* per Policy 8C.1.1.

Policy 8C.1.4 requires the Region ensure an adequate supply of vacant, serviced land is maintained within designated *Employment Areas* to achieve the employment forecasts and provide sufficient market choice. Furthermore, *Employment Areas* shall be developed to accommodate employment forecasts and at least 50% of all forecast employment is planned to be accommodated in designated *Employment Areas* (Policy 8C.2.7). Residential uses, nursing and retirement homes, elementary and secondary schools, and places of worship shall not be permitted in *Employment Areas* (Policy 8C.2.2).

Pursuant to the policies in the Growth Plan, conversion of *Employment Areas* shall only be considered through the MCR process (8C.2.16).

The proposed ELC does not take away from the Township’s ability to conform to the ROP, as the Site will continue to provide for employment opportunities on the western portion of the site. The eastern portion is constrained by *Hazard Lands*, and the proposed ELC will not adversely impact neighbouring land uses located in proximity to the Subject Site.

Figure 4: Schedule A – Map A4



Municipal Servicing

Per Policy 8.2.2, Urban Areas shall be developed on the basis of full municipal services unless otherwise specified. However, Schedule A (Map A3) delineates where development on private drilled wells and private sewage disposal systems, or a combination of private public systems is permitted, per Policy 8.3.4.

Based on this information, and the associated mapping, there is the potential for servicing capacity to support the proposed change in land use.

Transportation and Road Network

Per Policy 11.2.2, the development of the Region shall be based on the historic grid system of roads to support the desirable urban form, to facilitate the movement of goods and people, and the development of an effective system of public transit.

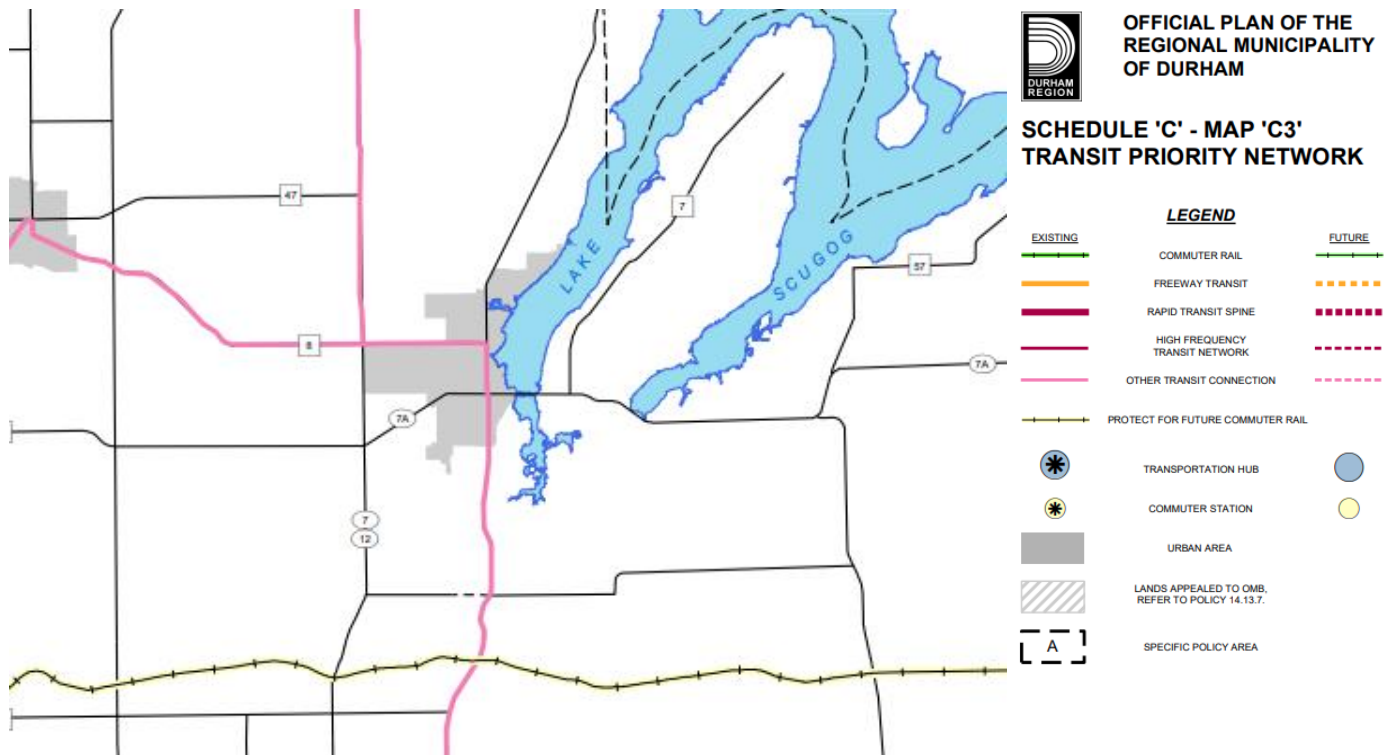
The Site is located south of a Type B Arterial Road (Reach Street) and is east of Highway 7 / Highway 12, and Highway 7A to the south, which are categorized as Type A Arterial Roads per Schedule C – Map C3 (Figure 5). The area surrounding the Subject Site is well-served by public

transportation facilities as the area is serviced by Durham Region Transit Bus Routes 905 and 950 and is also serviced by GO Transit Bus Routes 81 and 81A.

Reach Street and Simcoe Street are designated *Other Transit Connections* on Map C3 – Transit Priority Network and are intended to facilitate longer-distance trips, providing direct links to Transportation Hubs and Commuter Stations from smaller urban and rural areas, per Policy 11.2.18 c).

The Subject Site is therefore well located to provide access to schools, entertainment facilities, personal services, retailers etc. in other areas of the *Port Perry Urban Area*, and major thoroughfares to access Oshawa and Whitby to the south, and Peterborough to the east.

Figure 5: Schedule C – Map C3



Housing

The Regional OP aims to provide a “diversity of residential dwellings by type, size and tenure in Urban Areas to satisfy the social and economic needs of present and future residents” (Policy 4.1.1). To that effect, Policy 4.3.1 of ROP states that in the consideration of development applications, Regional Council shall, in conjunction with the respective area municipality, ensure that a wide range of housing is provided in Urban Areas. In areas outside of Urban Areas, housing choice shall largely be limited to single detached dwellings, consistent with the character of the area.

The proposed ELC supports the goals of the ROP by increasing the range of housing options and tenures in the Region within the Urban Area, facilitating the efficient use of land resources and helping to achieve complete communities.

Draft Region of Durham Official Plan (Envision Durham, 2023)

Durham Region is undergoing a Municipal Comprehensive Review (“MCR”), to bring the Region’s Official Plan into conformity with the Growth Plan. The draft ROP is currently available for public review and comment. Durham Region is taking a staged approach to the MCR process with previous studies and opportunities for public comment (e.g., Growth Management Study, Land Needs Assessment, Employment Conversion Requests, Natural Heritage System, Agricultural System and Draft Allocations and Settlement Area Boundary Expansions etc.) addressing a component of the MCR which ultimately becomes part of the Durham Region Official Plan.

Employment Areas

The Subject Site, which is located in the Urban System is designated *Employment Areas* in the draft ROP, per Map 1 – Regional Structure – Urban and Rural Systems (**Figure 6**). The intent of *Employment Areas* in the Urban System is to ensure an adequate supply of vacant serviced land, offering a variety of parcel sizes and locations, within designated *Employment Areas*, promote the maximization of employment potential, including the achievement of higher employment densities and intensification of underutilized sites within designated *Employment Areas*, and to ensure the long-term stability of *Employment Areas* through protection from encroachment by sensitive or incompatible land uses (5.5.i, 5.5.ii, 5.5.iii).

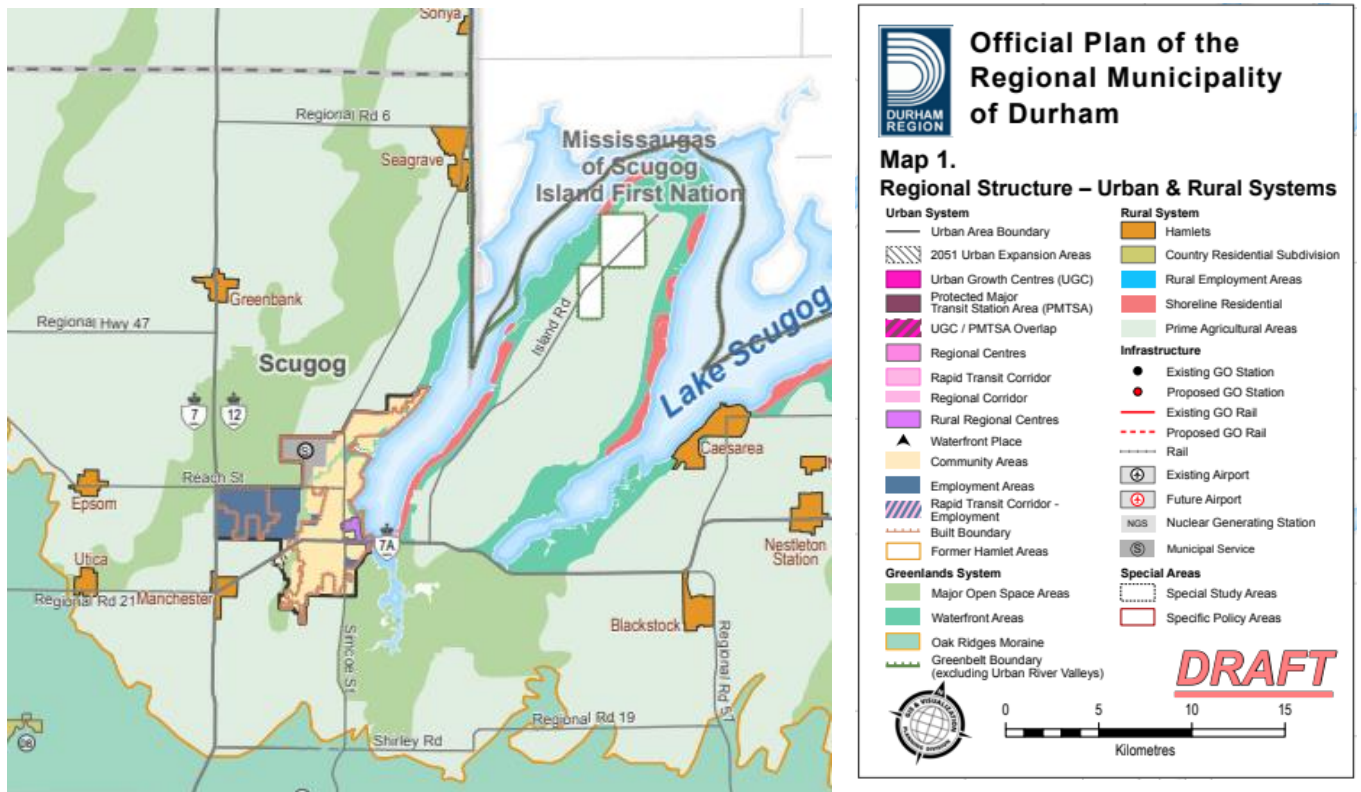
The proposed ELC promotes the maximization of employment potential, including the achievement of higher employment densities and intensification of underutilized sites within designated *Employment Areas* as it frees up land for other appropriate uses, while providing additional options for the provision of housing.

Section 5.5 provides policy direction for lands designated *Employment Areas*, namely that the Region plans *Employment Areas* as locations for primary employment generating uses such as manufacturing, assembly, processing, generation, freight and transportation, warehousing, storage, major facilities and similar uses that require access to highway, rail, shipping facilities and/or separation from sensitive land uses (Policy 5.5.2).

Furthermore, the Region is to monitor the supply and servicing status of designated *Employment Areas* on a regular basis, in accordance with Policy 2.1.8. To that effect, the Region may undertake studies, strategies and infrastructure projects to advance the provision of municipal water and sewage services to *Employment Areas* to ensure a sufficient supply of vacant and serviced employment land of varying parcel sizes and locations is maintained and available for development (Policy 5.5.4).

The Region may only consider of the conversion of lands within *Employment Areas* designated on Map 1 to non-employment uses through a municipal comprehensive review (Policy 5.5.10).

Figure 6: Map 1 – Regional Structure – Urban and Rural Systems



Land Use Compatibility & Sensitive Land Uses within Employment Areas

Policy 5.5.24, the Region directs area municipalities to consider appropriate land use permissions and policies in their respective official plans to provide for transition and an appropriate interface between *Employment Areas* and the other designations of this Plan.

The partial ELC is to ensure there is an adequate buffer between the *Prestige Industrial* and *General Industrial* designations and the proposed *Community Areas* designation, to facilitate residential uses. Further, based on its location, the Subject Lands would be able to make use of existing community services and facilities as well as transit options, making it an ideal location for a partial ELC.

Community Areas

The eastern portion of the Site is better suited to the Durham ROP *Community Areas* designation, which seeks to offer a complete living environment (Policy 5.4). *Community Areas* are to be developed such that there are opportunities for residents to live, shop, work and access services and amenities within their community (Policy 5.4 i). Per Policy 5.4.6. the proposed ELC will support the implementation of complete communities by encouraging the achievement of more

compact and higher density forms of development beyond the minimum designated greenfield areas density target prescribed under the Growth Plan.

Furthermore, the Council-Endorsed Growth Scenario requires that 2,500 developable ha of greenfield land be added to the Region's urban land supply by 2051. Based on the expected population and employment growth across the Region's Designated Greenfield Area (D.G.A.) lands, this results in a Region-wide D.G.A. density of 53 people/jobs per ha by 2051.

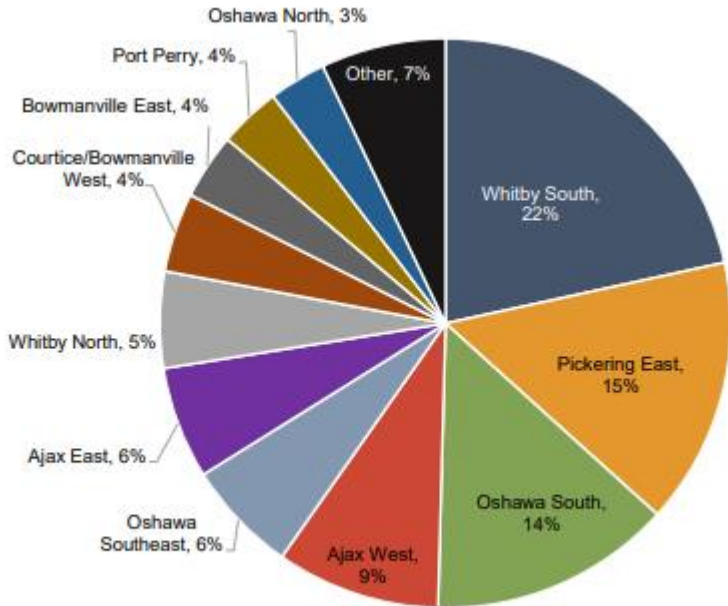
Regional Density Targets – Employment Areas

The Region has allocated an overall, region-wide density target of 28 jobs per gross hectare, for the total Employment Area land supply and encourages the achievement of more compact and higher density forms of employment development (Policy 5.5.3).

Approximately 94% of employment lands is located in South Durham and 6% in North Durham (**Figure 7**). The largest share of developed Urban Employment Area land (22%) is located in the Whitby South Employment Area, followed by 15% in the Pickering East Employment Area, 14% in the Oshawa South Employment Area, 9% in the Ajax West Employment Area, 6% in the Oshawa Southeast Employment Area, and 6% in the Ajax East Employment Area. Population and employment growth differ between north and south Durham region in part due to environmental and servicing constraints.

Therefore, the remaining developed Employment Lands in northern Durham is a relatively small portion of the Urban Employment Areas in Durham Region.

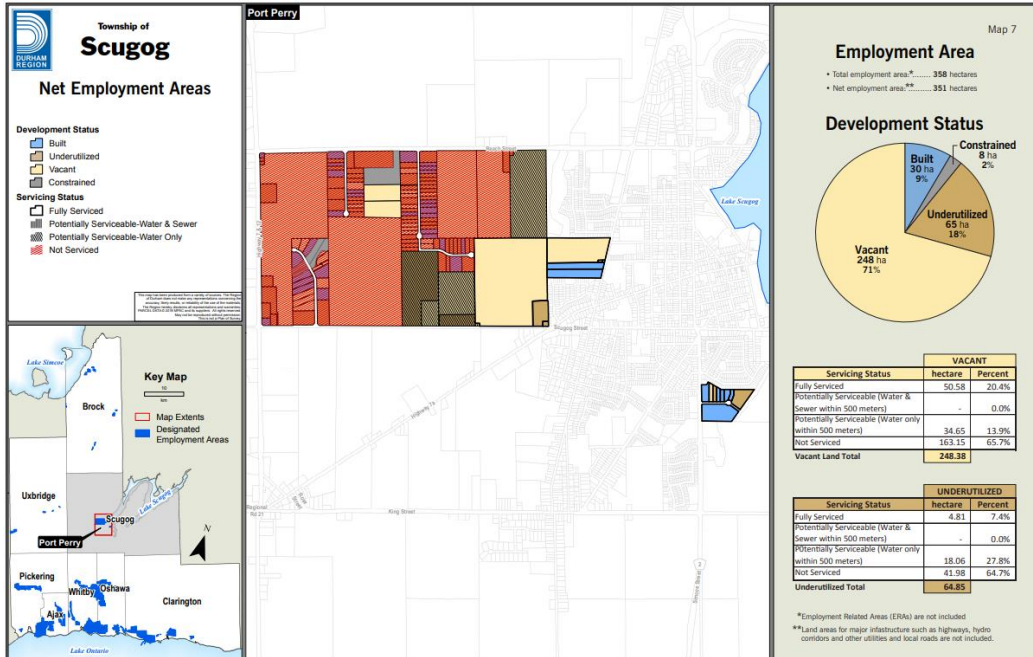
Figure 7: Summary of developed Urban Employment Area in Durham Region



Source: Adapted from Region of Durham ELI, year-end 2018, by Watson & Associates Economists Ltd., 2021.

Municipal Servicing

Per the summary of Town of Scugog Net Employment Areas, the Subject Site is fully serviced. Therefore, residential uses on the eastern portion of the site can be supported.



Transportation and Road Network

The Site is located south of a Type B Arterial Road (Reach Street) and is east of Highway 7 / Highway 12, and Highway 7A to the south, which are categorized as Type A Arterial Roads per Map 3b – Road Network (**Figure 8**). The area surrounding the Subject Site is well-served by public transportation facilities as the area is serviced by Durham Region Transit Bus Routes 905 and 950 and is also serviced by GO Transit Bus Routes 81 and 81A. Therefore, there is demonstrated access to transit from the Subject Site, as well as opportunities to encourage active transportation, in an area well suited to the proposed low-density residential community for the Subject Lands.

Reach Street and Simcoe Street (east of the Site) are designated *Other Transit Connections* on Map 3a – Transit Priority Network (**Figure 9**) and are intended to facilitate longer-distance trips, providing direct links to Commuter Stations, Rapid Transit Spines, High Frequency Transit Network or Freeway Transit from smaller urban and rural areas per Policy 8.1.2 c).

Furthermore, the Site is served by the Province-Wide Cycling Network on Scugog Line 6, and will have access to a future Primary Cycling Network route, per Map 3d – Active Transportation Network (**Figure 10**).

Therefore, there is demonstrated access to transit from the Subject Site, as well as opportunities to encourage active transportation, in an area well suited to the proposed low-density residential community for the Subject Lands.

Figure 8: Map 3b – Road Network



Figure 9: Map 3a – Transit Priority Network



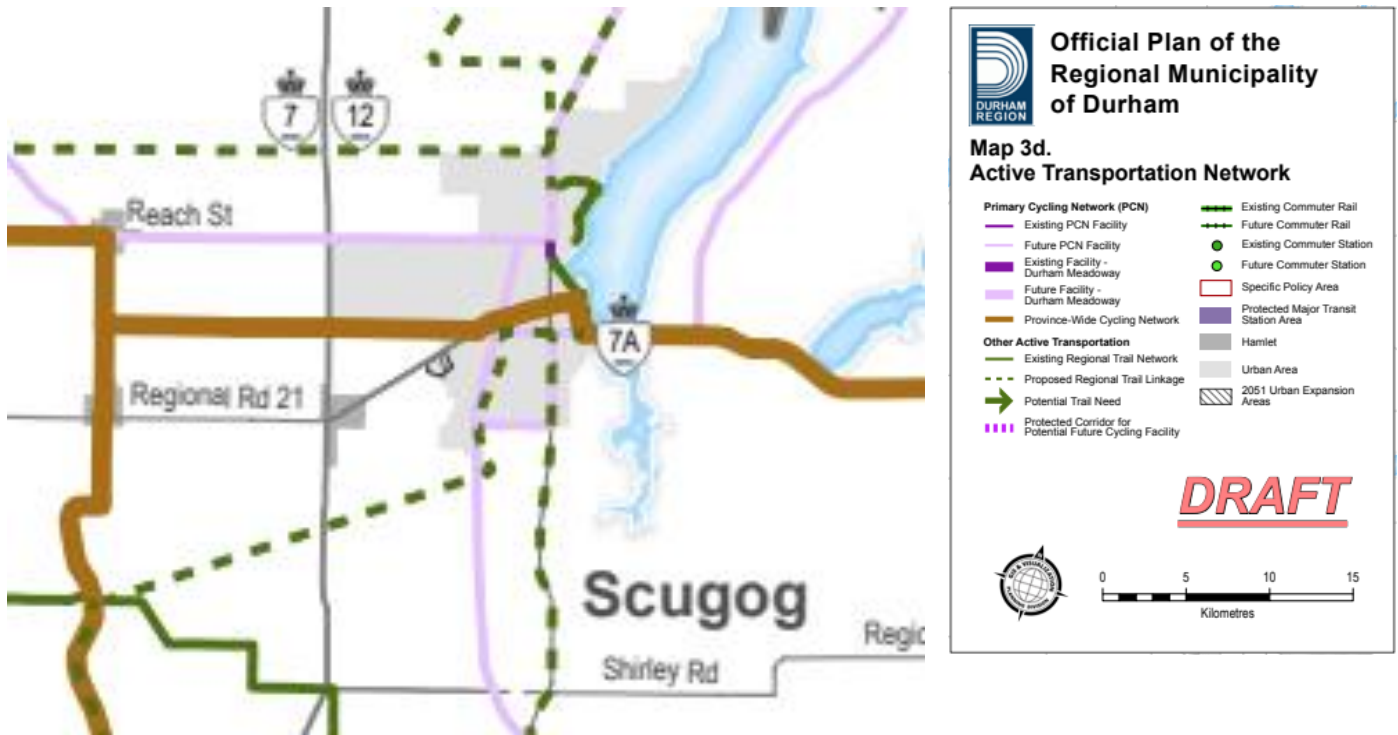
**Official Plan of the
Regional Municipality
of Durham**

**Map 3a.
Transit Priority Network**

Existing Commuter Rail	Rail
Future Commuter Rail	Specific Policy Area
Existing Commuter Station	Protected Major Transit Station Area
Future Commuter Station	Hamlet
Protect for Future Commuter Rail	Urban Area
Freeway Transit	2051 Urban Expansion Areas
Rapid Transit Spine	
High Frequency Transit Network	
Other Transit Connection	

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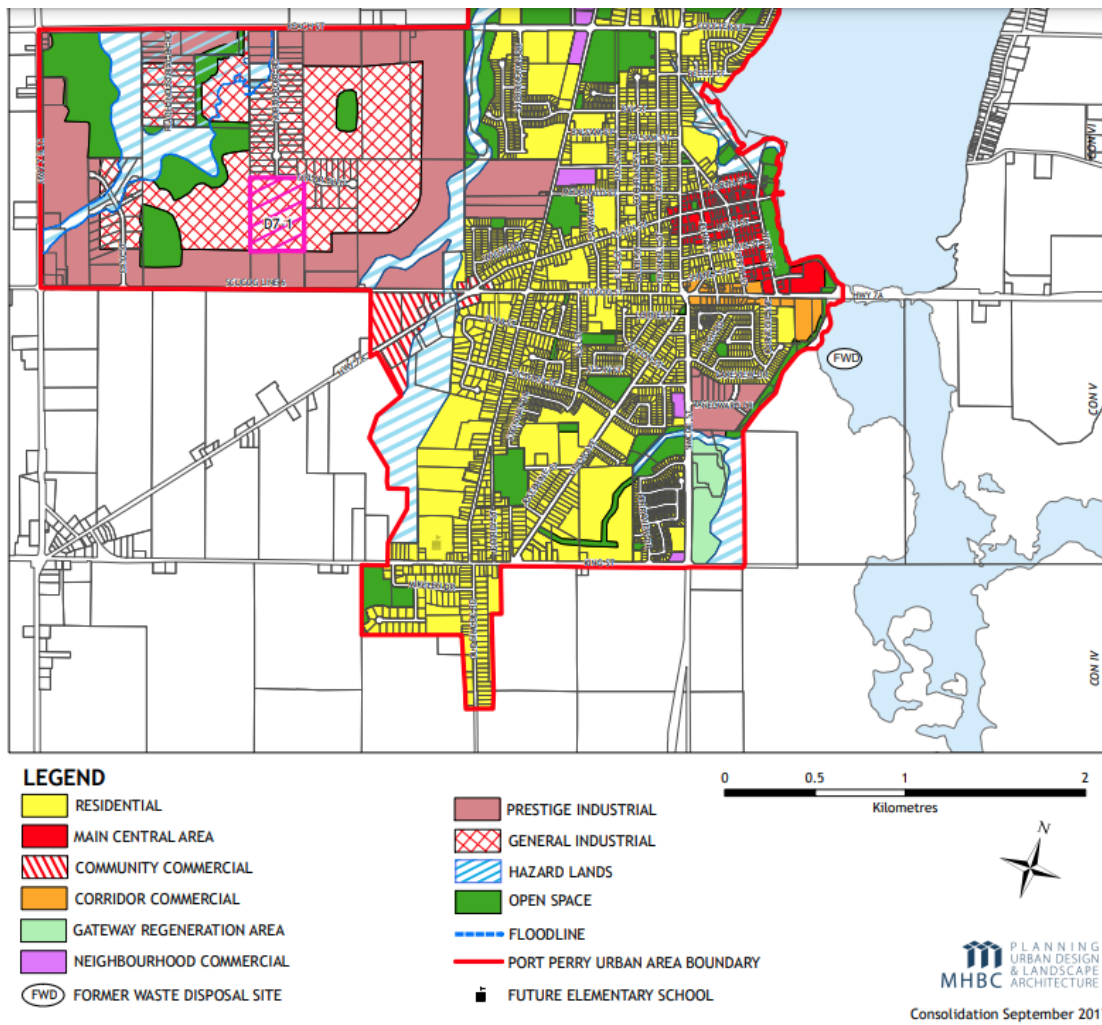
Figure 10: Map 3d – Active Transportation Network



Township of Scugog Official Plan (2017)

The Township of Scugog Official Plan (“OP”) establishes the direction of growth and development in the Township of Scugog. The OP designates the Subject Site *Prestige Industrial* and *General Industrial*, per Schedule A-1: Port Perry Urban Area Land Use which encompass the Township’s Employment Areas (Figure 11). An eastern portion of the property is designated *Hazard Lands*.

Figure 11: Schedule A-1: Port Perry Urban Area Land Use



Employment Areas

The intent of the *Employment Areas* designation in the OP is to provide for industrial and manufacturing uses, and some opportunities for accessory uses; to ensure there are sufficient lands available for the creation of diverse employment opportunities; to establish new industrial development occurs in an orderly manner and in conjunction with appropriate water and wastewater services; and that new industrial development is compatible with surrounding land uses (Policies 4.7.1 a, 4.7.1 c, 4.7.1 d).

Amongst other requirements, for *Prestige Industrial* and *General Industrial* designated lands the OP states that a minimum of 50% of all forecasted employment within the Township shall be accommodated within the Employment Areas (Policy 4.7.2 a); lands designated *Prestige Industrial* and *General Industrial* may develop on individual well and private septic systems in accordance with the Regional Official Plan (4.7.2 b); Engineering reports which demonstrate that private services can be supported on site without impacting ground water and soil conditions on neighbouring properties shall be submitted prior to development (4.7.2 c); and new development on lands just west of the Reach Street (Regional Road 8) and Old Simcoe Road intersection shall be compatible with the surrounding residential uses (4.7.2 n).

The conversion of lands within *Employment Areas* to non-employment uses is only permitted through a municipally-initiated comprehensive review of the OP, and only where it has been demonstrated that the land is not required for employment purposes over the long-term and that there is a need for the conversion. Reviews are to be submitted to the Region of Durham for consideration. (4.7.2 s).

Furthermore, the Township of Scugog has a projected surplus of employment lands that are expected to remain undeveloped to 2051. Per Growth Plan Policies 2.2.5.9 b) – e), this demonstrates that the lands are not required over the horizon of this Plan for the employment purposes for which they are designated; the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan; the proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan; and there are existing or planned infrastructure and public service facilities to accommodate the proposed uses.

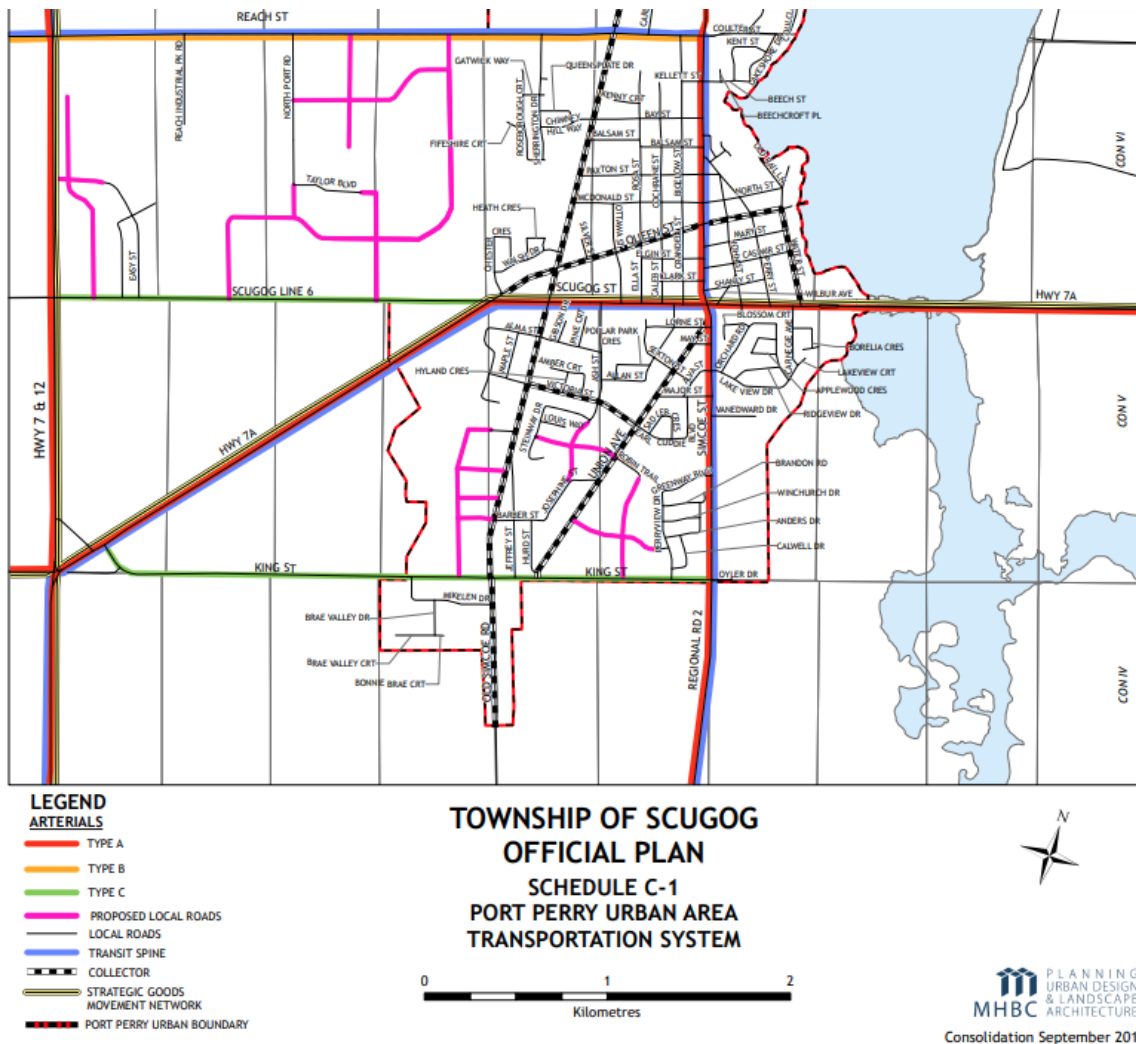
Therefore, the ELC demonstrates support for the maximization of underutilized *Employment Areas* lands, without the loss of employment uses, through intensification, infill development and optimization of services.

Port Perry Urban Area Transportation System

The Site abuts a Type C Arterial Road (Scugog Line 6) and is in close proximity to Highway 7 to the west and Highway 7A to the south, which are categorized as Type A Arterial Roads. Reach Street, north of the Subject Site is identified as a Type B Arterial Road per Schedule C – Map C1 (Figure 12).

Furthermore, proposed local roads to bisect the western portion of the lands (to remain *Employment Areas*) per Map C1 will provide additional future access to the Strategic Goods Movement Network per Schedule C - Map C4 of the current Durham Region Official Plan, as well as the community at large and the existing road network.

Figure 12: Schedule C -1: Port Perry Urban Area Transportation System



Water and Wastewater Services

Municipal water and wastewater services, infrastructure and treatment plants are the responsibility of the Region of Durham. Private wells and sewage systems are approved by the Durham Region Health Department per Policy 8.9.1 a). Consequently, development in the *Port Perry Urban Area* is dependent on Durham Region's capacity and approvals (Policy 8.9.1).

Private wells and sewage systems may occur in the *Port Perry Urban Area* and are subject to Regional approval, as long as there is proof of no negative impacts on applicable aquifers, or interference in adjacent uses or future public works, appropriate setbacks from surface water features and pollution control mechanisms per Policy 8.9.2.

The Subject Site is fully serviced and is therefore able to support a low-density residential community in addition to the employment uses that are to be maintained on the west side of the property.

Housing

The OP aims to provide a “diverse housing stock in terms of type, tenure, density and affordability” to meet the varied needs of residents and the community (Policy 2.4). To achieve this goal, it is necessary to ensure an adequate supply of land for residential development, subject to the availability of water and wastewater treatment capacity, and to encourage intensification and a mix of housing types, sizes and designs that occur in close proximity to servicing, commercial and community facilities and appropriate support services per Policy 2.4.

Per the Durham Region Growth Management Study (G.M.S.) – Phase 2 (Area Municipal Growth Allocations and Land Needs, 2051), the Township of Scugog is anticipated to accommodate approximately 1% of Region-wide population growth over the forecast horizon. The Township of Scugog is anticipated to grow at an annual population rate of 1% over the next 30 years (2021 to 2051) which is higher than the annual growth rate experienced over the most recent 15-year Census period (2006 to 2021). During this period the Township achieved an average annual population growth rate of 0.4%.

Furthermore, Scugog is anticipated to add 100 additional housing units annually over the 2021 to 2051 period, which is nearly three times the annual housing added over the 2006 and 2021 period, which averaged 40 units annually.

The proposed ELC contributes to the achievement of additional housing units by increasing the range of housing options and tenures in the Township, facilitating the efficient use of land resources and helping to achieve complete communities.

Port Perry Secondary Plan – Schedule I

Per the Secondary Policies of the OP (Schedule I), the Subject Site is designated Greenfield Area. In conformity with the Durham Region Official Plan Policies 2.3.10, 7.3.14, 7.3.15 and 7.3.16, the purpose of the Port Perry Secondary Plan is to guide development within the Port Perry Urban Area. The Amendment to the Official Plan was initiated following in response to the Region of Durham upgrade to the sewage treatment system for Port Perry (meant to be completed by 2016), developing sufficient capacity for approximately 850 additional new dwelling units and the development of attractive and sustainable development in the area.

Per Official Plan Policy 4.1.3, a minimum of 30 percent of new housing within the Residential designation shall occur through intensification within the built boundary shown on Schedule I.

Township of Scugog Employment Area Community Improvement Plan

The Site is subject to the Township of Scugog Community Improvement Project Area, meaning the Township will direct financial incentives for the development of *Prestige Industrial* uses to generate economic benefits. The western side of the Subject Site will continue to be appropriate for financial incentives for development to simulate investment in the Port Perry Employment Area and strengthen it by attracting industries, leading to increased competitiveness.

Township of Scugog Zoning By-Law 14-14

The Site is zoned M1(H) (Prestige Industrial) and M2 (H) – General Industrial. Bisecting the property are Hazard Lands that are designated EP (Environmental Protection). To the east of the site, are two properties that are designated R3 (Urban Partial Service Residential) and C4 (Highway Commercial), abutting Scugog Line 6.

The M1(H) designation permits uses that would seamlessly transition to the commercial zone and residential zone designations of the properties south and east of the Subject Site. The M2(H) permitted uses more align with the industrial and manufacturing uses intended for the *Employment Area* designation in the OP.

Table 1: Permitted Uses

Prestige Industrial	General Industrial	Hazard Lands
Audio/Visual Studio	Aggregate Transfer Site	Agricultural Uses
Brewery/Winery	Asphalt Plant	Conservation Uses
Building Supply Outlet	Asphalt Plant Portable	Dwelling, Converted
Day Care Centre	Brewery/Winery	Dwelling, Single Detached
Dry Cleaners Distribution Establishment	Building Supply Outlet	Dwelling Unit
Equipment Sales, Service and Rental, Light	Bulk Fuel Sales Establishment	Dwelling Unit, Secondary
Fitness Centre	Cartage or Transport Depot	Flood/Erosion/Siltation Control Structure
Food Processing Plant	Concrete Batching Plant	Forestry
Maintenance Depot, Municipal, Regional, Provincial	Concrete Plant, Portable	Group Home Type
Manufacturing, Processing, Assembly or Fabrication Plant	Contractor's Yard	Home Industry
Motor Vehicle Gasoline Station	Dry Cleaners Distribution Establishment	Home Occupation
Motor Vehicle Sales and Service Establishment	Equipment Sales, Service and Rental, Heavy	Park, Private
Motor Vehicle Service Station	Equipment Sales, Service and Rental, Light	Park, Public
Motor Vehicle Wash	Farm Implement and Equipment Sales and Service Establishment	Public Utility
Office, Business, Professional or Administrative	Feed Mill/Store	
Printing or Publishing Establishment	Fitness Centre	
Public Utility	Food Processing Plant	
Public Works Yard	Fuel Depot	
Recreational Vehicle Sales and Service Establishment	Maintenance Depot, Municipal, Regional, Provincial	
Retail Store, Accessory	Manufacturing, Processing, Assembly or Fabrication Plant	
Self-Storage Facility	Motor Vehicle Body Shop	
Warehouse	Motor Vehicle Gasoline Station	
Wholesale Establishment	Motor Vehicle Repair Shop	

Workshop	Motor Vehicle Sales and Service Establishment	
	Motor Vehicle Service Station	
	Motor Vehicle Towing Service	
	Motor Vehicle Wash	
	Office, Business, Professional or Administrative	
	Outside Storage	
	Printing or Publishing Establishment	
	Public Utility	
	Public Works Yard	
	Recreational Vehicle Sales and Service Establishment	
	Retail Store, Accessory	
	Sawmill	
	Self-Storage Facility	
	Service Shop, Trade	
	Warehouse	
	Wholesale Establishment	
	Workshop	

The inclusion of a buffer zoning designation such as *Residential* would support a better transition between the potentially conflicting uses in the northwest and the southeast. Should this conversion be approved, a future Official Plan Amendment and Zoning By-law Amendment may be required to rezone the lands to the appropriate *Residential* zoning designation.

CONCLUSION

It is the Biglieri Group's opinion that the proposed ELC conforms to the intent of the Regional Municipality of Durham Adopted Official Plan, and the intent of the Township of Scugog Official Plan based on a review of the planning policy framework. TBG believes that the Subject Site is well located for a partial ELC due to the transition it affords between the employment uses to the north and west, and residential and commercial uses to the south and east. Furthermore, the ELC request and proposed low-density development strongly aligns with the change in provincial priority towards the expansion of the housing supply, in an area with access to municipal servicing and in close proximity to transit, community facilities, and opportunities for active transportation. TBG appreciates the Minister's consideration of this request and looks forward to further discussions and collaborations with respect to the Subject Site.

Respectfully,
THE BIGLIERI GROUP LTD.



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