



The Regional Municipality of Durham

COUNCIL INFORMATION PACKAGE

March 9, 2018

Information Reports

- [2018-INFO-40](#) Commissioner of Planning and Economic Development – re: Durham Tourism E-Newsletter- March 2018
- [2018-INFO-41](#) Director of Emergency Management – re: Provincial Nuclear Emergency Response Plan (PNERP) – Update
- [2018-INFO-42](#) Commissioner of Planning and Economic Development – re: Durham Climate Change Symposium
- [2018-INFO-43](#) Commissioner of Planning and Economic Development – re: The Region of Durham Business Count (Employment Survey) 2018
- [2018-INFO-44](#) Commissioner of Works – re: Strategic Road Safety Action Plan for the Regional Municipality of Durham

Early Release Reports

- [2018-COW-**](#) Commissioner of Planning and Economic Development – re: Public Meeting Report Proposed Regional Official Plan Amendment – Implementation of Key Transportation Network Changes Recommended in the Transportation Master Plan, File: OPA 2018-002 Modification to the Durham Regional Official Plan to Resolve Deferral 7

Early release reports will be considered at the April 4, 2018 Committee of the Whole meeting.

Staff Correspondence

1. [Memorandum from Roger Anderson, Regional Chair and CEO, Regional Municipality of Durham](#) - re: Certificate proclaiming the week of March 18-24, 2018, as Canada Water Week in Durham Region

Durham Municipalities Correspondence

1. [City of Oshawa and Municipality of Clarington](#) – re: Correspondence to Andrea Horwath, MPP, Leader, New Democratic Party of Ontario, Vic Fedeli, Leader, Progressive Conservative Party of Ontario, Mike Schreiner, Leader, Green Party of Ontario, and Kathleen Wynne, Leader, Ontario Liberal Party regarding Ontario Expanding GO Rail Service
2. [Town of Whitby](#) – re: Resolution #55-18 passed at their special Council meeting held on February 26, 2018, regarding Provincial Development Charges Rebate Program Expression of Interest

Other Municipalities Correspondence/Resolutions

1. [County of Renfrew](#) – re: Correspondence to Kathleen Wynne, Premier of Ontario and Nathalie Des Rosiers, Minister of Natural Resources and Forestry, regarding proposed Amendments to the Endangered Species Act

Miscellaneous Correspondence

There are no Miscellaneous Correspondence

Advisory Committee Minutes

There are no Advisory Committee Minutes

Members of Council – Please advise the Regional Clerk at clerks@durham.ca by 9:00 AM on the Monday one week prior to the next regular Committee of the Whole meeting, if you wish to add an item from this CIP to the Committee of the Whole agenda.



The Regional Municipality of Durham Information Report

From: Commissioner of Planning and Economic Development
Report: #2018-INFO-40
Date: March 9, 2018

Subject:

Durham Tourism E-Newsletter- March 2018

Recommendation:

Receive for information

Report:

1. Purpose

1.1 The Durham Tourism e-newsletter is a monthly snapshot of the tourism initiatives and activities across the Region of Durham. It serves as an environmentally-conscious, cost-effective marketing tool to promote economic development and tourism activity in Durham Region.

2. Background

2.1 The Durham Tourism e-newsletter was distributed to 8,497 subscribers in March 2018 with a 29.5% open rate. It is also posted on the Region's website and distributed via social media channels through the Corporate Communications office.

- View the [Durham Tourism e-newsletter](http://myemail.constantcontact.com/March-Break-in-Durham-Region.html?soid=1101562300271&aid=HBiPETFyNUo) online at <http://myemail.constantcontact.com/March-Break-in-Durham-Region.html?soid=1101562300271&aid=HBiPETFyNUo>

2.2 The Durham Tourism e-newsletter is produced in cooperation with Corporate Communications.

Respectfully submitted,

Original signed by

B.E. Bridgeman, MCIP, RPP
Commissioner of Planning and
Economic Development



The Regional Municipality of Durham Information Report

From: Director of Emergency Management
Report: #2018-INFO-41
Date: March 9, 2018

Subject:

Provincial Nuclear Emergency Response Plan (PNERP) - Update

Recommendation:

Receive for information

Report:

1. Purpose

1.1 The purpose of this report is to provide an update on the Provincial Nuclear Emergency Response Plan (PNERP) and potential planning implications for the Region.

2. Background

2.1 The PNERP is administered by the Office of the Fire Marshal and Emergency Management, which is under the Ministry of Community Safety and Correctional Services.

2.2 The Region of Durham Nuclear Emergency Response Plan must conform to the PNERP under the Emergency Management and Civil Protection Act.

2.3 A Provincial objective in the revised PNERP was to more closely align it with Canadian Standards Association (CSA) N1600 General requirements for nuclear emergency management programs, the International Atomic Energy Association (IAEA) General Safety Requirements GSR Part 7, Health Canada (draft) Dosimetric Criteria for Nuclear Emergency Planning and Response, as well of numerous other studies and reports that have been published since the previous 2009 version.

2.4 In June 2017 Council approved report 2017-COW-137 (recommendations attached) which provided 16 recommendations and was submitted to the EBR process for public consultation on changes to the planning basis for the PNERP.

3. Status Update

- 3.1 In December 2017 Provincial Cabinet approved the PNERP.
- 3.2 Of the 16 recommendations made by Council, three were included in the final PNERP, eight were not included, and 5 are still under consideration. The three that were included are:
- a. A clearer focus and process for improving evacuation planning to be led by the Ministry of Transportation.
 - b. The Province recognize the public's expectation for world-class public safety, meeting or exceeding international best practices where feasible, in an open and transparent process.
 - c. The Province deliver on its 2013 commitment to commission a study on the potential impacts of a major nuclear accident on the Great Lakes and drinking water and necessary contingency planning.
- 3.3 New terminology has been introduced to refer to the planning zones around the nuclear stations.
- a. Automatic Action Zone (AAZ) – 3 km, previously named Contiguous Zone.
 - b. Detailed Planning Zone (DPZ) – 10 km, previously named Primary Zone.
 - c. Contingency Planning Zone (CPZ) – 20 km, *this is a new zone*.
 - d. Ingestion Planning Zone – (IPZ) 50 km, previously named Secondary Zone.

4. Contingency Planning Zone (CPZ)

- 4.1 A new, 20 km Contingency Planning Zone has been introduced (PNERP 2.2.5. e i)) in the revised PNERP (map attached). It is defined as a pre-designated area where contingency planning and arrangements are made in advance, so that protective actions can be implemented as required to reduce potential for exposure.
- 4.2 The PNERP further indicates (PNERP 2.2.5 e iii)) that in the CPZ:
- a. Iodine Thyroid Blocking (ITB) requirements are not required beyond what is currently in place.
 - b. Public awareness requirements are not required beyond what is currently in place.
 - c. There is no requirement for designation of additional emergency response centres (e.g., EOC's, EIC, reception centres, evacuation centres, monitoring and decontamination facilities, etc.) beyond what is currently in place.
 - d. It is recommended a list of possible alternate centres be identified outside of the CPZ for consideration, should they be needed during an emergency.
 - e. No additional public alerting requirements beyond what is currently in place.
- 4.3 Staff remain unclear on what appears to be a discrepancy between the requirement to implement protective actions in the new zone, and the apparent

lack of additional planning required, and have sought further clarification from the Province.

- 4.4 Mr. Dave Nodwell, Deputy Chief of Planning and Program Development, Office of Fire Marshal and Emergency Management will be making a presentation on the new Provincial Nuclear Emergency Response Plan at the March 21 Council meeting.

5. Attachments

Attachment #1: Direction Memo for 2017-COW-137 Regional Response to Provincial Discussion Paper entitled "Provincial Nuclear Emergency Response Plan (PNERP) Planning Basis Review and Recommendations".

Attachment #2: Durham Region – Map of 10km and 20km zones

Respectfully submitted,

Director of Emergency Management



DIRECTION MEMORANDUM

TO: G. Cubitt, Chief Administrative Officer

FROM: R. Walton, Regional Clerk/Director of Legislative Services

DATE: June 21, 2017

RE: Direction as per minutes of the Regional Council meeting held on June 14, 2017

Legislative Services

SIXTH REPORT OF THE COMMITTEE OF THE WHOLE

ITEM #18

Regional Response to Provincial Discussion Paper entitled "Provincial Nuclear Emergency Response Plan (PNERP) Planning Basis Review and Recommendations", EBR Registry Number 013-0560 (2017-COW-137)

- A) That the Discussion Paper, as attached to Report #2017-COW-137, from the Office of the Fire Marshal and Emergency Management (OFMEM), under the Ministry of Community Safety and Correctional Services (MCSCS), entitled "Provincial Nuclear Emergency Response Plan (PNERP) Planning Basis Review and Recommendations" be received for information;
- B) That Report #2017-COW-137 of the Director of Emergency Management be submitted to the Ministry of Community Safety and Correctional Services and the Environmental Registry (EBR) open consultation process, which opened on May 15 and closes July 14, 2017, as Durham Region's response to the EBR posting No. 013-0560, including the following key recommendations to the Province:
- i) That a Provincial study be conducted based on Health Canada Guidelines to examine and determine dose control standards for all responders who may be working in the Primary or Contingency Planning Zone, including the use of personal protective equipment;
 - ii) That the Province include and seek input from designated and impacted municipalities, especially Health Department and Occupational Health and Safety staff when Protective Action Strategies are considered for review and update, per Provincial Discussion Paper Recommendation No. 1;
 - iii) That the Province include and seek input from designated and impacted municipalities when hazard description modifications are made, per Provincial Discussion Paper Recommendation No. 2;

- iv) That the Province provide greater clarification to distinguish the operational intent of the inclusion of a new 20 km CPZ but does not include the requirement for designating additional emergency response centres, such as Emergency Operations Centres, reception/evacuee centres, or emergency worker centres, etc. beyond those already identified in the current 10 km Primary Zone, per Provincial Discussion Paper Recommendation No. 6;
- v) That the revised Provincial Nuclear Emergency Response Plan (PNERP) provide for funding to be made available to designated municipalities for additional planning costs that will be required to operationally comply with the revised PNERP and new 20 km Contingency Planning Zone;
- vi) That the revised PNERP provide for funding to be made available to Region of Durham for additional costs related to the development of new operational response facilities that are currently outside the 10 km Primary Zone but inside the new 20 km Contingency Planning Zone. These include the Regional Emergency Operations Centre, the Regional Traffic Control Centre, two nuclear Emergency Worker Centres, two reception centres, and all Regional nuclear evacuation centres;
- vii) That the Province acknowledge the additional support for emergency response and evacuee hosting provisions that will be necessary from other Ontario municipalities beyond the new 20 km Contingency Planning Zone, and designate them as such in the revised PNERP;
- viii) That the revised PNERP include a clear focus and process for improving evacuation planning and response to be led by Ministry of Transportation, particularly for the Primary Zone, the new 20 km Contingency Planning Zone and beyond;
- ix) That the revised PNERP make provision for public alerting time requirements that are harmonized with the issuance of initial Provincial Public Action Directives in all instances, including General Emergencies;
- x) That the Province provide regular updates to designated and impacted municipalities on the PNERP revision process for sharing with Council members, in order to improve transparency and accountability for nuclear emergency planning;
- xi) That the Province recognize the public's expectations for world-class public safety, meeting or exceeding international best practices where feasible, in an open and transparent process, with a recognition of the need for enhanced protection of vulnerable communities;

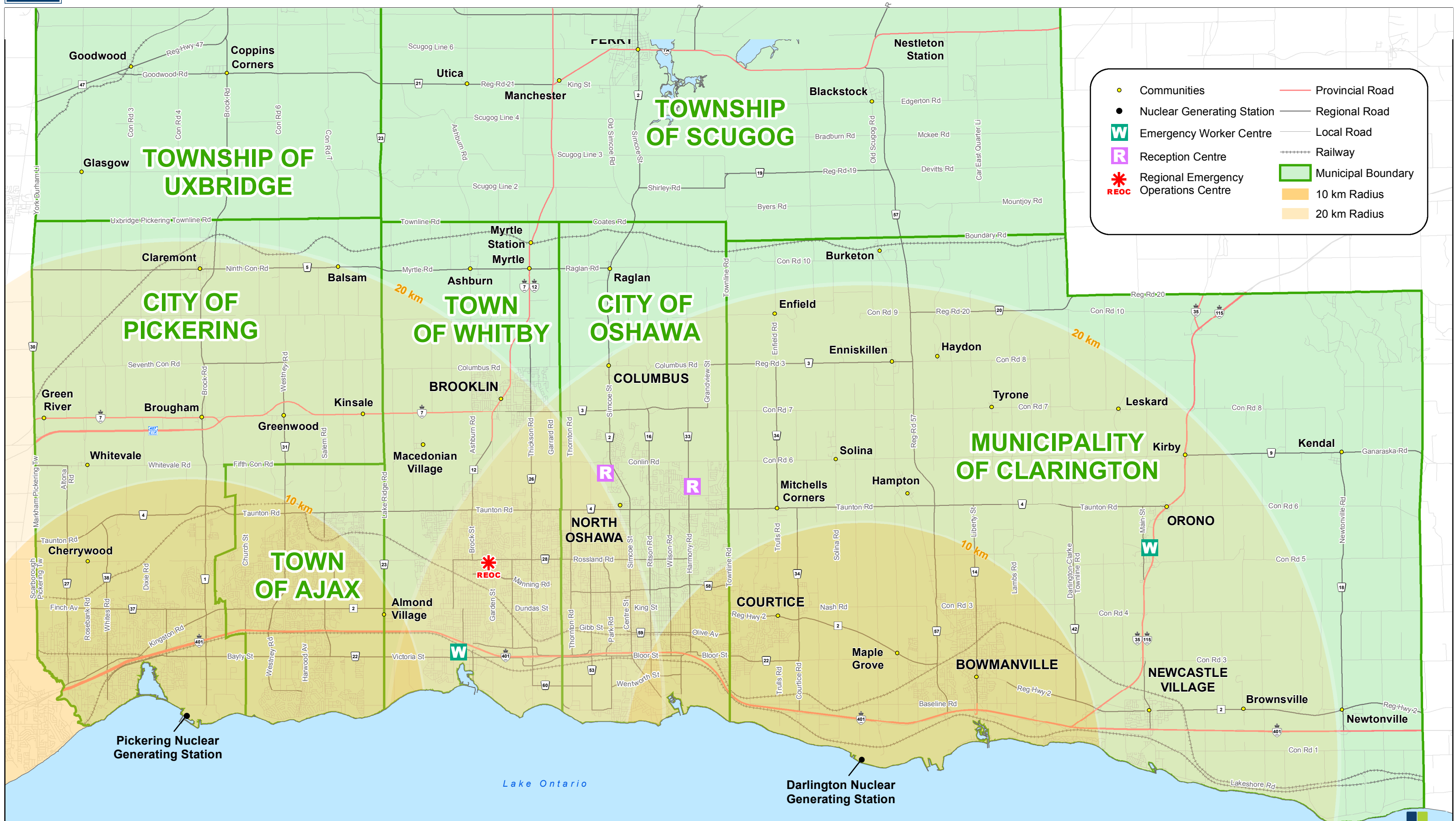
- xii) That the Province deliver on its 2013 commitment to commission a study on the potential impacts of a major nuclear accident on the Great Lakes and drinking water and necessary contingency planning;
 - xiii) That the Province consider extending the deadline to September 30, 2017 for comments on its Discussion Paper on nuclear emergency preparedness in order to allow municipalities and citizens to provide meaningful input;
- C) That a copy of Report #2017-COW-137 of the Director of Emergency Management be forwarded to the Minister of Community Safety and Correctional Services, Ontario Fire Marshal and Emergency Management, Durham area municipalities, and the City of Toronto; and
- D) That it is further recommended:
- i) That taking into account science, international best practices and the existence of two nuclear stations in Durham Region, the Province expand the pre-distribution of potassium iodide (KI) pills beyond the current 10 km Primary Zone and seek input from municipalities on the establishment of requirements within the Provincial Nuclear Emergency Response Plan (PNERP) for the distribution and availability of potassium iodide (KI) pills; in addition that the CNSC consider amendments to REGDOC 2.10.1 and to ensure all costs related to expanding the pre-distribution of KI pills be the responsibility of the operator (OPG);
 - ii) That the Province recognize Durham Region's appreciation of the constructive proposals for strengthening Ontario's nuclear emergency response plans published by over forty civil society organizations in the policy paper entitled "A Call for Public Safety: Addressing Nuclear Risks on the Great Lakes" by seriously considering their recommendations; and
 - iii) That the Province and CNSC requirements ensures funding to be made available to designated municipalities for all additional planning, implementation and evaluation costs incurred from new requirements not included in the 2009 PNERP and the CNSC licensing requirements such as REGDOC 2.10.1 be amended to reflect these changes.

Ralph Walton

Ralph Walton,
Regional Clerk/Director of Legislative Services

c: Warren Leonard, Director of Emergency Management

20 km Nuclear Map



	Communities		Provincial Road
	Nuclear Generating Station		Regional Road
	Emergency Worker Centre		Local Road
	Reception Centre		Railway
	Regional Emergency Operations Centre		Municipal Boundary
			10 km Radius
			20 km Radius

This map has been produced from a variety of sources. The Region of Durham does not make any representations concerning the accuracy, likely results, or reliability of the use of the materials. The Region hereby disclaims all representations and warranties.



The Regional Municipality of Durham Information Report

From: Commissioner of Planning and Economic Development
Report: #2018-INFO-42
Date: March 9, 2018

Subject:

Durham Climate Change Symposium

Recommendation:

Receive for information.

Report:

1. Purpose

1.1 The purpose of this report is to inform Council of the outcome of the Durham Climate Change Symposium, held on February 9, 2018 at the Scugog Community Recreation Complex. The event was hosted by the Durham Agricultural Advisory Committee (DAAC), Durham Environmental Advisory Committee (DEAC) and Durham Region Roundtable on Climate Change (DRRCC).

2. Durham Climate Change Symposium

2.1 Both the DAAC and DEAC 2018 Workplans prioritize the continued working relationship between the two Committees. The Durham Climate Change Symposium was designed to fulfill this requirement while facilitating an education and outreach opportunity. The DRRCC partnered in the delivery of the event and provided both financial and in-kind support.

2.2 The Symposium brought together over 100 participants to learn about connections between agriculture and the environment, under the common theme of climate change. Attendees included Regional and Local Councillors, senior staff from the Region, area municipalities and conservation authorities, provincial and federal government staff, advisory committee members, and representatives from the

environmental and agricultural sectors.

2.3 Scugog Mayor Tom Rowett provided opening remarks for the Symposium. The keynote address was delivered by James Nowlan, Director of the Climate Change Policy Branch at the Ministry of the Environment and Climate Change. Presentation topics were wide ranging (see Attachment #1) and included:

- The Provincial Climate Change Action Plan and Approach to Adaptation;
- The Region of Durham's Climate Adaptation Plan;
- The Municipality of Clarington's Trees for Rural Roads Program and Port Granby Initiative;
- CLOCA's Flood Risk Assessment and Climate Change Initiatives;
- The Ontario Climate and Agriculture Assessment Framework;
- Low Impact Development in the Lake Simcoe Watershed;
- Technological Advances in Production Agriculture; and
- Changing Climate and its Impact on Local Water Resources.

A copy of the presentations have been sent to all Symposium participants.

2.4 Feedback on the proceedings was solicited through a survey at the event. Responses were overwhelmingly positive. Suggestions for future issues of interest included food security, urban agriculture, and public engagement on climate change.

3. Conclusion

3.1 Hosting the Durham Climate Change Symposium is one way to successfully achieve DAAC and DEAC workplan objectives, while also providing an educational opportunity for our partners and stakeholders. DAAC, DEAC, and DRRCC are looking forward to future collaborations.

4. Attachments

Attachment #1: 2018 Durham Climate Change Symposium Agenda

Respectfully submitted,

Original signed by

B.E. Bridgeman, MCIP, RPP
Commissioner of Planning and
Economic Development

Durham Climate Change Symposium Agenda

February 9, 2018, 8:30am-3:00pm

Scugog Community Recreational Centre

8:30	Registration & Refreshments
8:50	Welcome
9:00-10:00	Provincial Climate Change Action Plan & Approach to Adaptation James Nowlan, Director, Climate Change Policy Branch, MOECC
10:00-10:20	Durham Community Climate Adaptation Plan – the Need for “Ag.Thud” Brian Kelly, Manager, Sustainability, Durham Region
10:20-10:40	Trees for Rural Roads Program & Priority Green Faye Langmaid, Manager, Special Projects, Municipality of Clarington
10:45-11:00	BREAK
11:00-11:30	CLOCA Flood Risk Assessment and Climate Change Initiatives Perry Sisson, Director, Engineering and Field Operations, Central Lake Ontario Conservation Authority
11:30-12:00	Ontario Climate and Agriculture Assessment Framework Al Douglas, Director, Ontario Centre for Climate Impacts and Adaptation Resources
12:00-1:00	LUNCH
1:00-1:30	Low Impact Development in the Lake Simcoe Watershed Steve Auger, Manager, Urban Restoration & Brook Piotrowski, Urban Restoration Construction Specialist, Lake Simcoe Region Conservation Authority
1:30-2:30	Technological Advances in Production Agriculture Ian McDonald, Crop Innovations Specialist, University of Guelph & Matt Porter, Experimental Farm Co-ordinator, Trent University
2:30-3:00	Changing Climate and its Impact on Local Water Resources Dave Pridham, Manager, Environmental and Technical Services, Kawartha Conservation
3:00	Closing remarks



The Regional Municipality of Durham Information Report

From: Commissioner of Planning and Economic Development
Report: #2018-INFO-43
Date: March 9, 2018

Subject:

The Region of Durham Business Count (Employment Survey) 2017

Recommendation:

Receive for information

Report:

1. Purpose

1.1 The purpose of this report is to provide an overview of the Region's sixth annual Business Count conducted during the summer of 2017.

2. 2017 Durham Region Business Count

2.1 The purpose of the Business Count project is to build and maintain the Region's comprehensive employment database. The regular updating and monitoring of the Business Count information, and its analysis of year-over-year trends is used to: update the Region's on-line business directory; provide background information for various planning studies; monitor growth; and, promote economic development initiatives in the Region. It is a collaborative project, led by the Planning and Economic Development Department with support from Social Services, Finance, Corporate Services (Information Technology and Human Resources), and the Area Municipalities.

2.2 The Region's sixth annual Business Count was conducted by a group of seven summer students primarily through short face-to-face interviews. The students were generally able to conduct each survey in less than five minutes. In the event a face-to-face interview was not possible, businesses had the option of returning the

survey by mail, fax, or by completing it on the Region's website. Large employers such as school boards, Ontario Power Generation and municipal government offices are contacted by phone or email. The survey included all the Region's urban areas, hamlets and rural employment areas. In the rural areas, each road was travelled and a visual inspection of the road frontages was conducted in an effort to locate additional businesses to make sure the database is as complete as possible.

- 2.3 Business locations surveyed include, but are not limited to, professional offices, stores, places of worship, hotels, medical offices, industrial facilities, farm operations, schools, government offices, hospitals, not for profit establishments, vacant commercial, industrial and institutional locations.
- 2.4 Homebased and mobile businesses were not included in the door-to-door survey. These types of businesses are challenging to survey in person due to a lack of a traditional bricks and mortar location. A targeted social media advertising campaign was used to encourage homebased businesses to participate. In total, 248 homebased businesses participated in 2017 compared to 232 in 2016.
- 2.5 Farms were identified through signage including: signs identifying the location as a farm; OFA signs; and, CFFA signs. Although many farms were identified, and address information was gathered, finding a person to survey at the farm often proved challenging. Survey details for the farm operations were collected for 582 of the 771 farms identified. Farm operators were encouraged to participate in the Business Count through targeted radio and social media campaigns.

3. Results and Analysis

- 3.1 The total number of business locations visited increased from 13,506 in 2016 to 13,626 in 2017. This total includes 12,364 businesses (including farms and home-based businesses), and 1,262 vacant business locations. In the past year, 1,055 new businesses opened and 1,004 businesses closed.
- 3.2 The total number of reported jobs increased from 193,630 in 2016 to 196,713 in 2017. The increase in jobs can be attributed to the following:
 - new businesses opening;
 - existing businesses expanding; and,
 - businesses, which had previously been reluctant to provide their job numbers, reporting their job numbers for the first time in 2017.

Full-time work accounts for 125,392 jobs, while part-time and seasonal jobs are 58,590 and 12,731 jobs respectively. The retail sector employs the largest number of people and accounts for 17% of the total jobs. The health services and social assistance sector ranks second and accounts for 13% of the jobs. The total amount of square footage reported decreased by 1,291,183 square feet. The decrease in square footage can be attributed to the following:

- incomplete reporting from one of the school boards;
- reduction of the space used at some locations; and,
- inconsistencies identified in the 2016 data were corrected.

3.3 A breakdown of the survey results can be found in the Durham Business Count Highlights (Attachment 1). The information below provides a brief overview of the 2017 Business Count results:

- 11,644 of the 12,364 (94%) businesses reported a total of 196,713 jobs;
- 10,058 of the 11,488 (88%) business locations reported a total of 99,835,018 square feet of floor space;
- 83% of business locations are located in the southern municipalities;
- 563 of 771 (73%) farms visited are located in the three northern municipalities;
- 64% of jobs are full-time, 30% of jobs are part-time, and, 6% of jobs are seasonal;
- 9% of the business locations visited were vacant;
- 9% of businesses were surveyed for the first time in 2017; and,
- Less than 0.5% of businesses refused to participate in the survey.

4. Conclusion

4.1 The data collected during the 2017 Business Count will be provided to the local municipalities and will be used to update the Region's business directory. Additionally, it will be used for a variety of planning and economic development purposes such as land use studies and growth monitoring. It will also provide the foundation for the next annual Business Count to be conducted in the summer of 2018.

4.2 This report will be circulated to the Area Municipalities for their information.

5. Attachments

Attachment #1: 2017 Durham Region Business Count Highlights

Respectfully submitted,

Original signed by

B.E. Bridgeman, MCIP, RPP
Commissioner of Planning and
Economic Development



2017
**Business
Count**

Region of Durham

Highlights

Business Count

In 2017, the Regional Municipality of Durham's Planning and Economic Development Department, and its municipal partners, conducted the 6th annual Business Count.

Between May and September, the Business Count Team visited each and every business establishment in the Region, including farms, but not including home-based and mobile businesses.

The 2017 Business Count Highlights Report contains the results of this year's Business Count program including information about the types of businesses operating within the Region, and the jobs these businesses provide.

Although this is a voluntary survey, the majority of business locations visited, participated in the survey.

The information gathered during the Business Count is used to better understand the Regional economy, to monitor planning and promote economic development initiatives, and to update the Region's online Business Directory.

Thank you to the Region's Business Community for your support and continued participation in this very important initiative.

Brian Bridgeman
Commissioner, Planning and
Economic Development

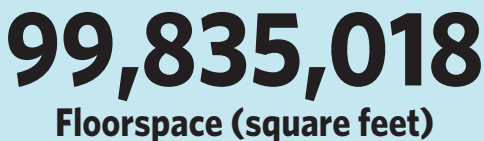
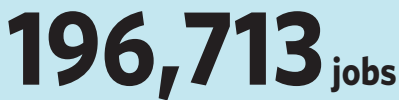




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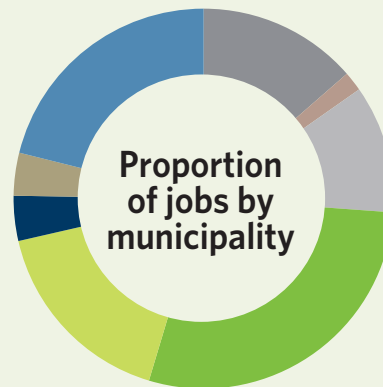
Durham Region



Jobs by employment type



- Ajax - 14%
- Brock - 4%
- Clarington - 11%
- Oshawa - 24%
- Pickering - 16%
- Scugog - 6%
- Uxbridge - 6%
- Whitby - 18%

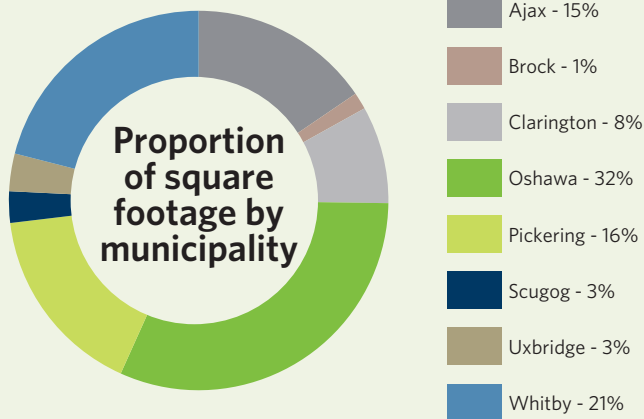
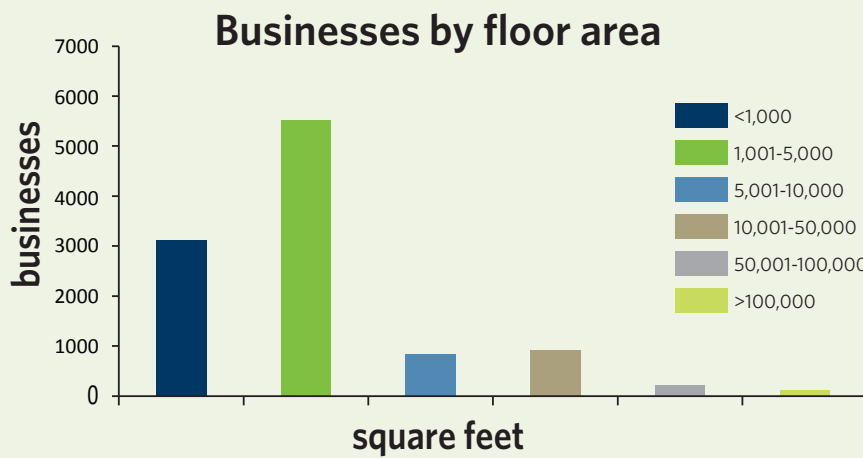


- Ajax - 14%
- Brock - 2%
- Clarington - 11%
- Oshawa - 28%
- Pickering - 17%
- Scugog - 4%
- Uxbridge - 4%
- Whitby - 21%



8% of businesses were identified for the **first time** in **2017**.

83% of businesses surveyed in **2016** are **still** operating at the same location in **2017**.



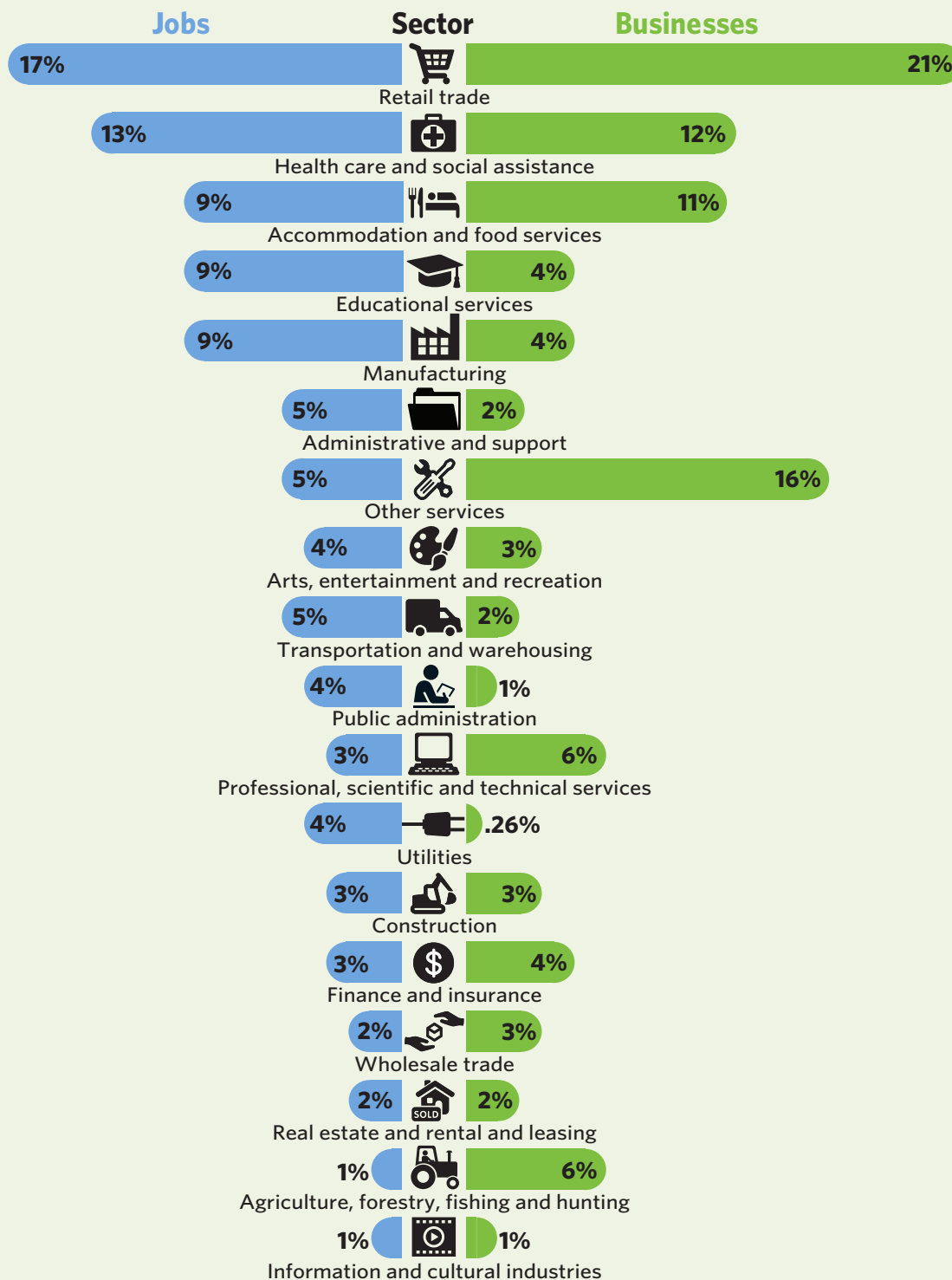
811
businesses
import



462
businesses
export

Durham Region

Percentage of Jobs and Businesses by Sector*

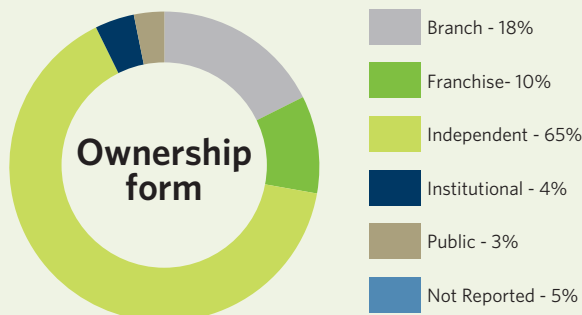
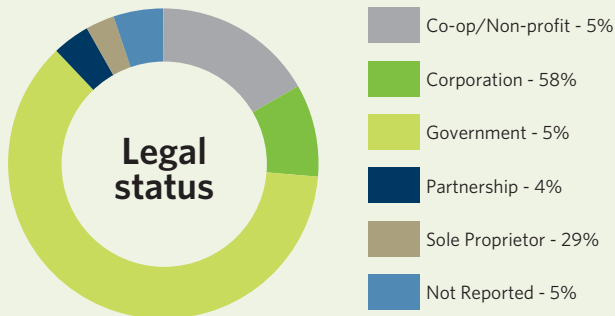


*Classified using the North American Classification System (NAICS) Canada, 2012

Businesses* by employment size



*Businesses not reporting employment have been excluded.

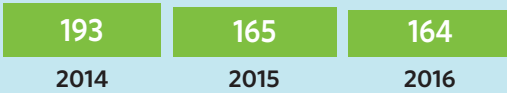


Businesses most commonly reported a demand for skilled people in these areas:
food services;
construction;
automotive;
skilled trades;
AZ/DZ drivers;
health services;
hairstylists
and engineers.

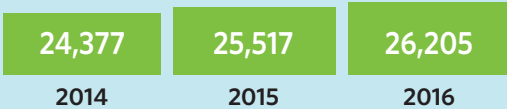
Ajax



184 vacant



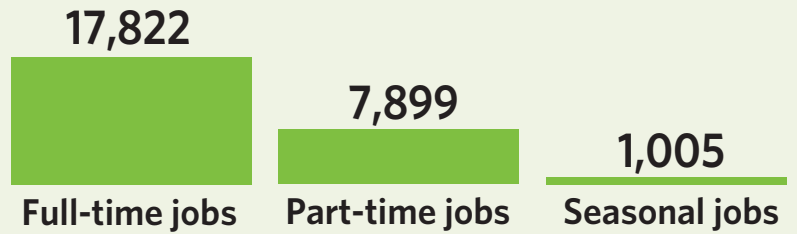
26,726 jobs



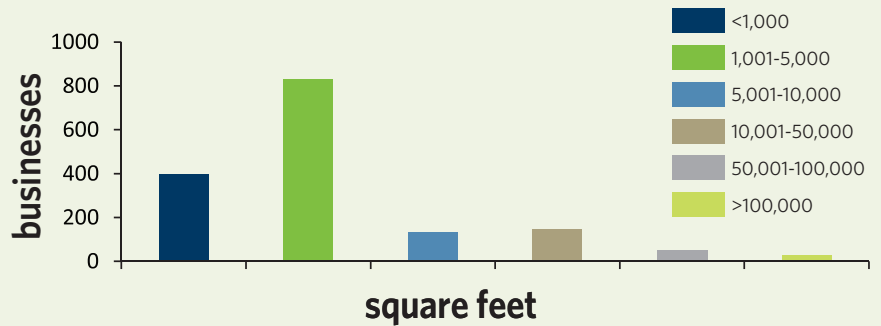
15,462,326
Floorspace (square feet)



Jobs by employment type



Businesses by floor area



152
businesses
import

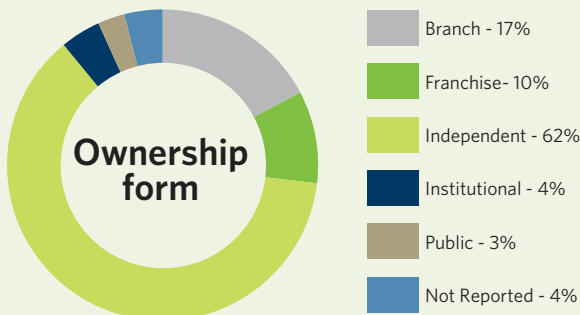
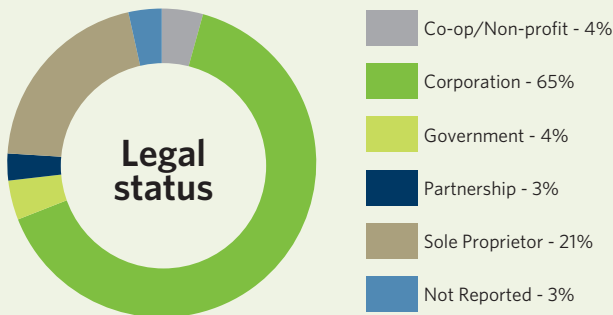


96
businesses
export

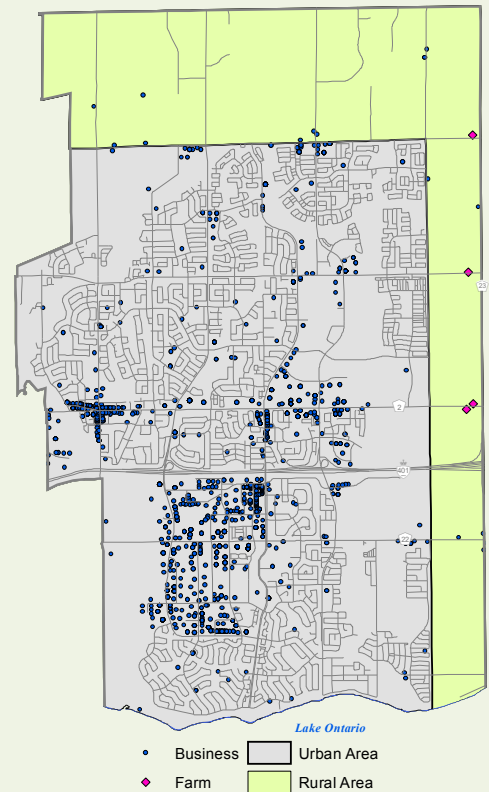
Businesses* by employment size



*Businesses not reporting employment have been excluded.



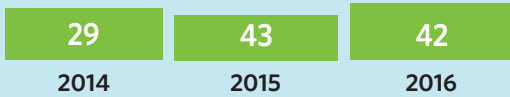
Business locations:



Brock



37 vacant



3,276 jobs



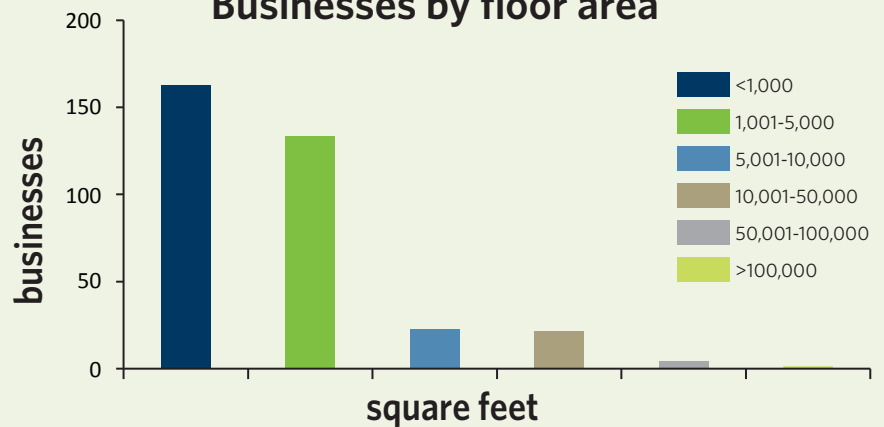
1,437,611
Floorspace (square feet)



Jobs by employment type



Businesses by floor area



10
businesses
import

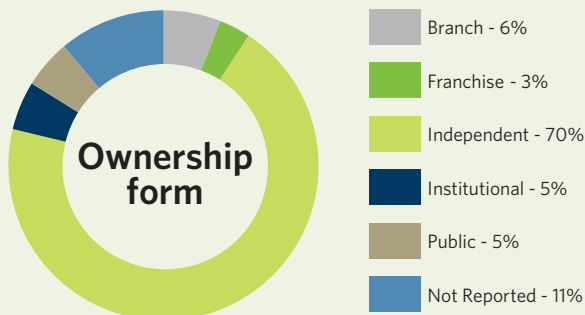
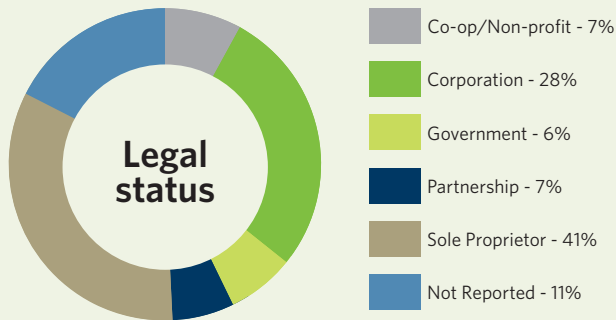


11
businesses
export

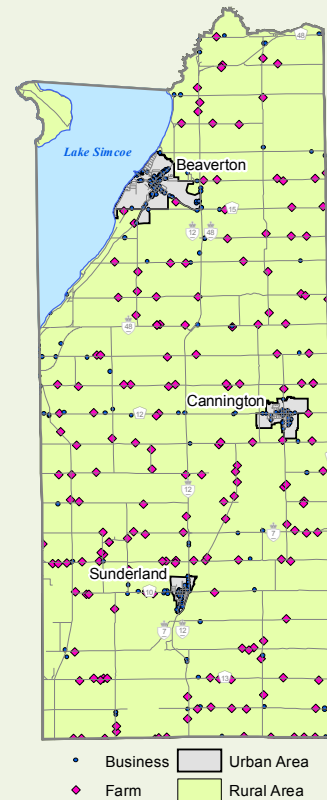
Businesses* by employment size



*Businesses not reporting employment have been excluded.



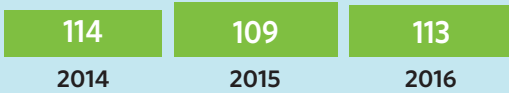
Business locations:



Clarington



94 vacant



21,454 jobs



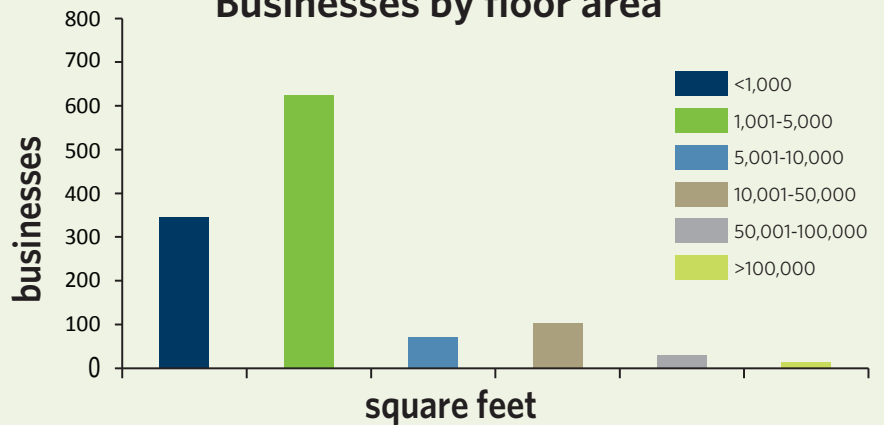
8,283,707
Floorspace (square feet)



Jobs by employment type



Businesses by floor area



86
businesses
import

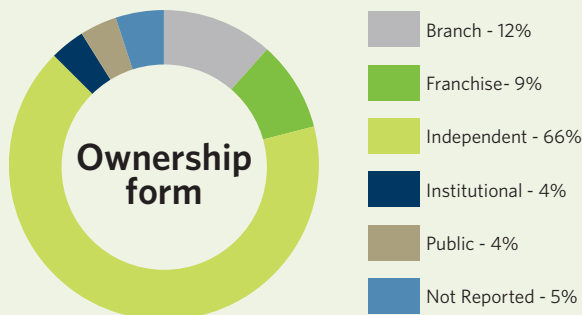
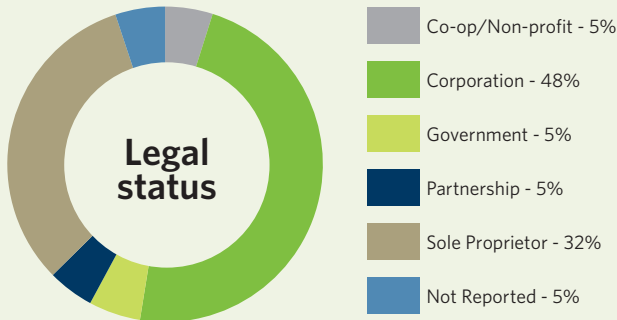


50
businesses
export

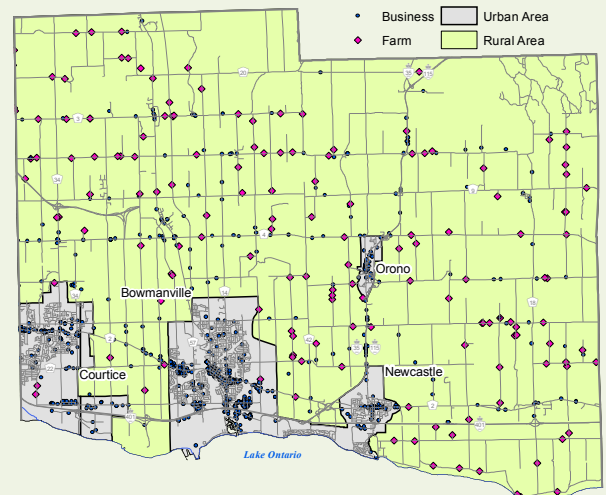
Businesses* by employment size



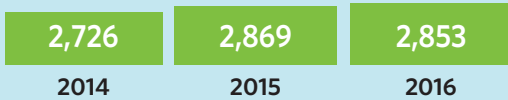
*Businesses not reporting employment have been excluded.



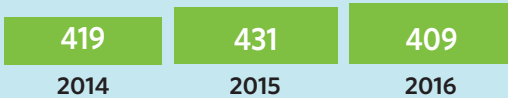
Business locations:



Oshawa



434 vacant



56,035 jobs



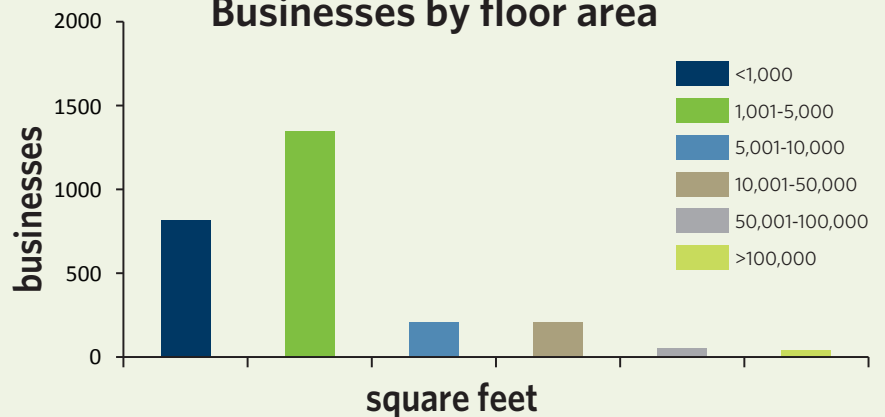
31,454,020
Floorspace (square feet)



Jobs by employment type



Businesses by floor area



182
businesses
import

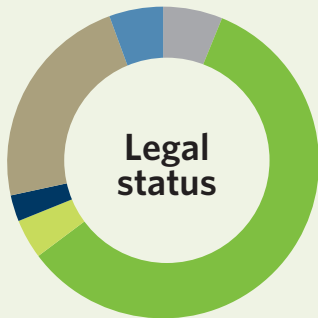


77
businesses
export

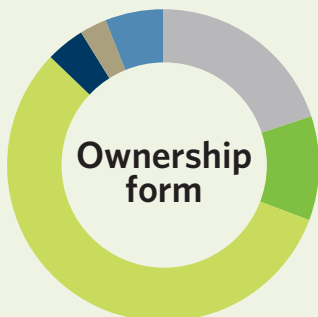
Businesses* by employment size



*Businesses not reporting employment have been excluded.

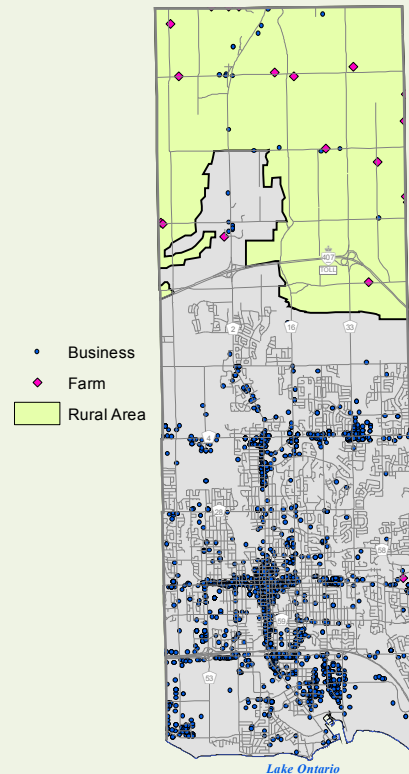


- Co-op/Non-profit - 6%
- Corporation - 59%
- Government - 4%
- Partnership - 3%
- Sole Proprietor - 23%
- Not Reported - 6%



- Branch - 20%
- Franchise - 11%
- Independent - 56%
- Institutional - 4%
- Public - 3%
- Not Reported - 6%

Business locations:



Pickering



231 vacant



32,991 jobs



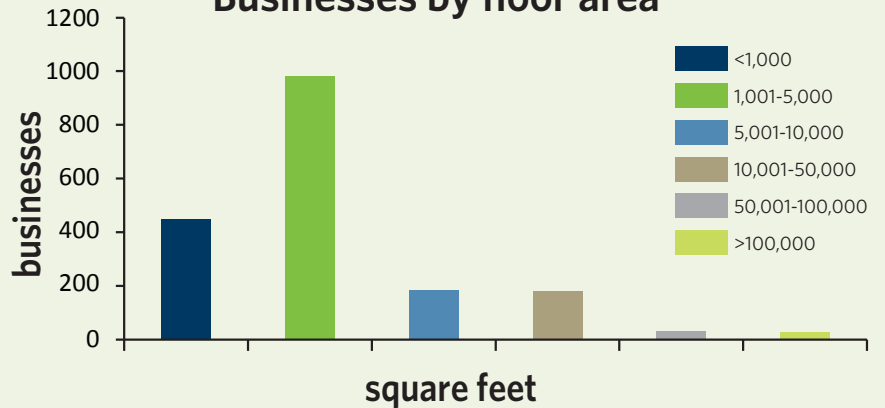
16,346,306
Floorspace (square feet)



Jobs by employment type



Businesses by floor area



152
businesses
import

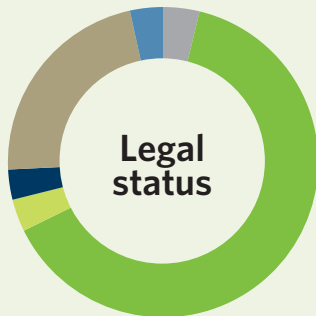


112
businesses
export

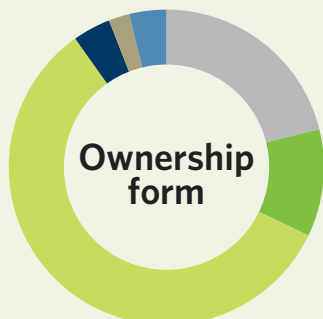
Businesses* by employment size



*Businesses not reporting employment have been excluded.

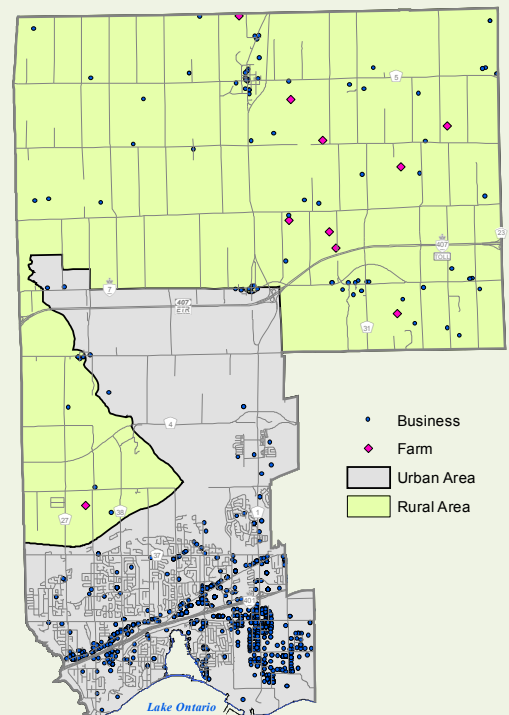


- Co-op/Non-profit - 4%
- Corporation - 64%
- Government - 3%
- Partnership - 3%
- Sole Proprietor - 22%
- Not Reported - 3%

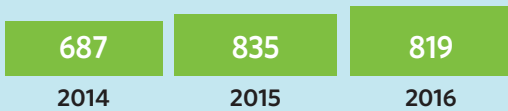


- Branch - 21%
- Franchise - 11%
- Independent - 58%
- Institutional - 4%
- Public - 2%
- Not Reported - 4%

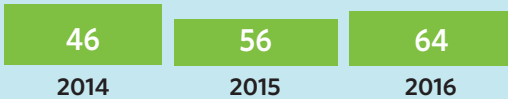
Business locations:



Scugog



74 vacant



7,530 jobs



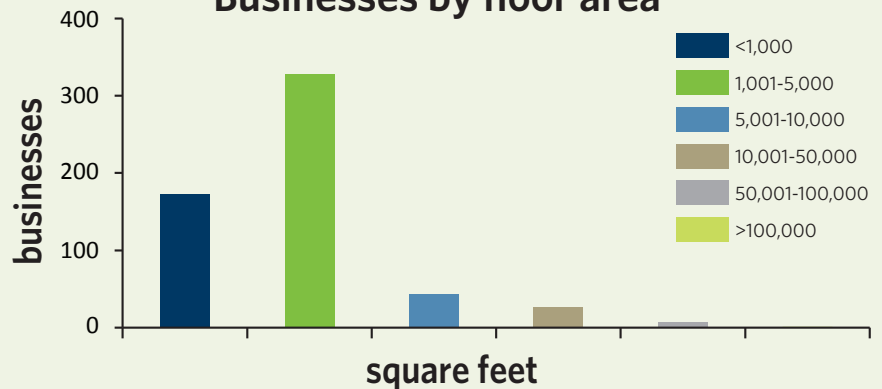
2,671,355
Floorspace (square feet)



Jobs by employment type



Businesses by floor area



38
businesses
import

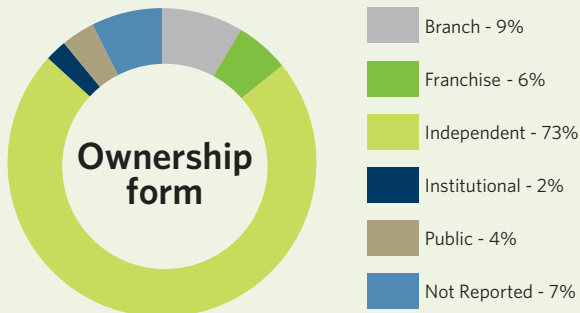
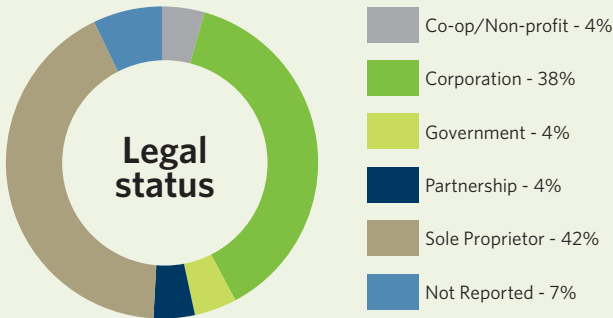


25
businesses
export

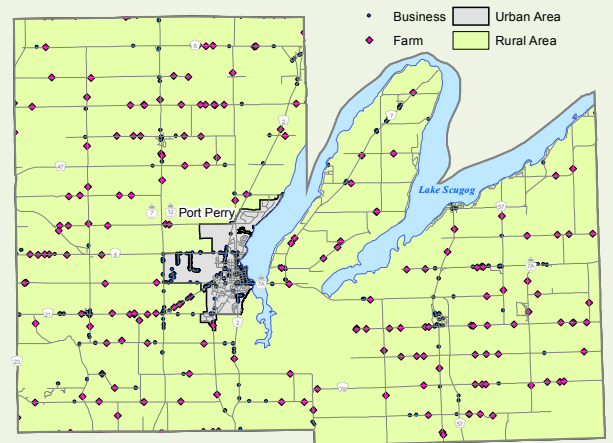
Businesses* by employment size



*Businesses not reporting employment have been excluded.



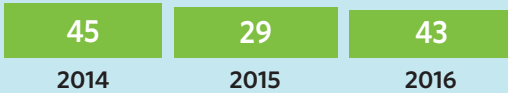
Business locations:



Uxbridge



39 vacant



7,175 jobs



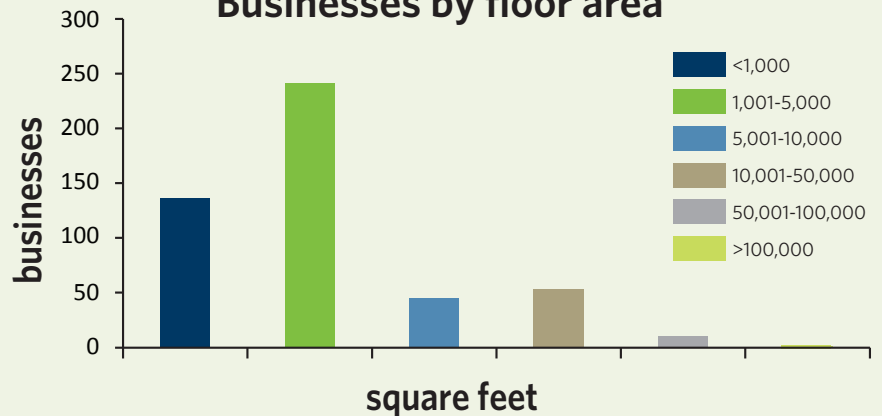
3,200,098
Floorspace (square feet)



Jobs by employment type



Businesses by floor area



44
businesses
import

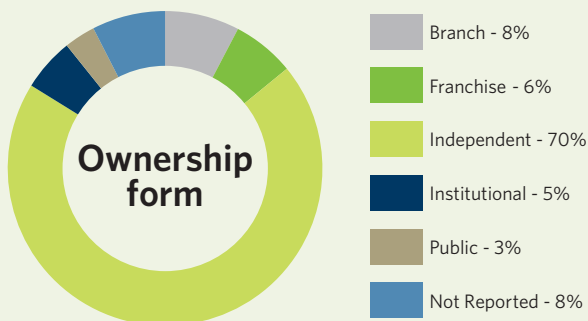
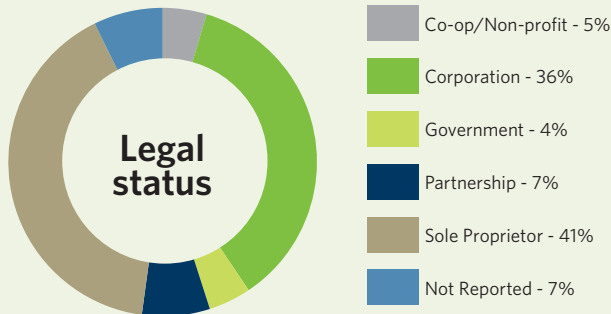


23
businesses
export

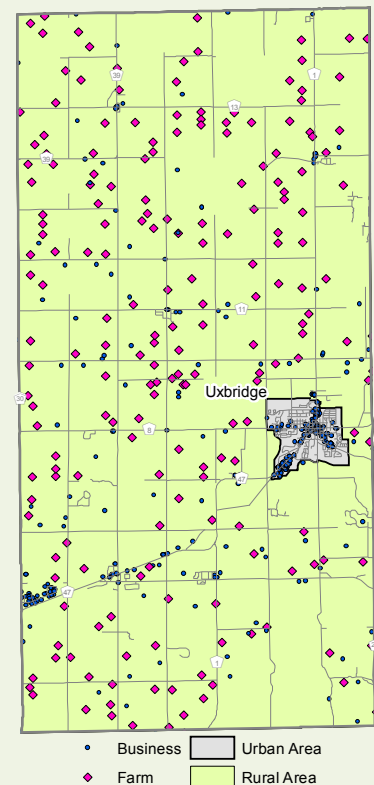
Businesses* by employment size



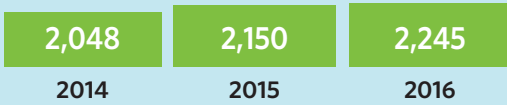
*Businesses not reporting employment have been excluded.



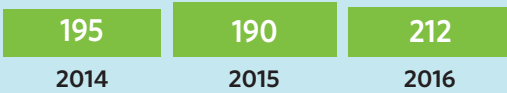
Business locations:



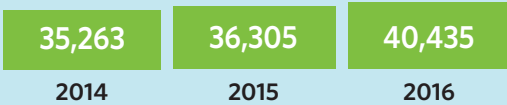
Whitby



169 vacant



41,526 jobs



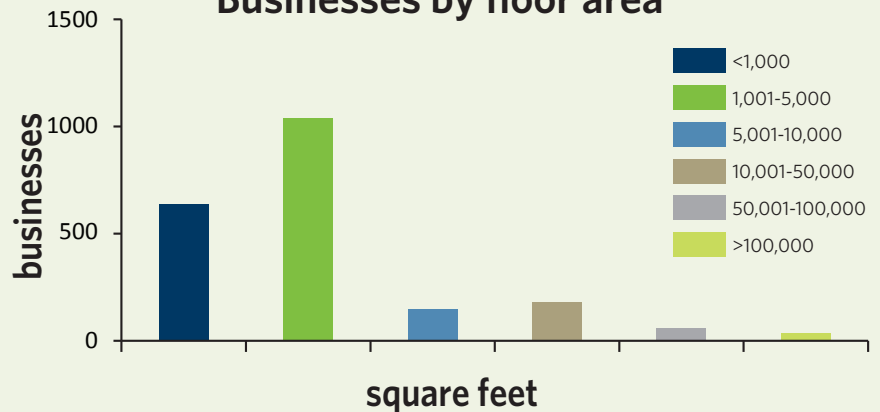
20,979,595
Floorspace (square feet)



Jobs by employment type



Businesses by floor area



147
businesses
import

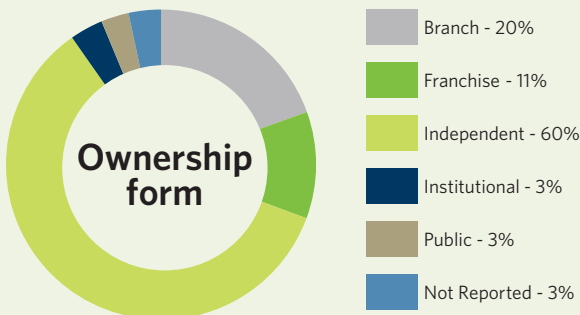
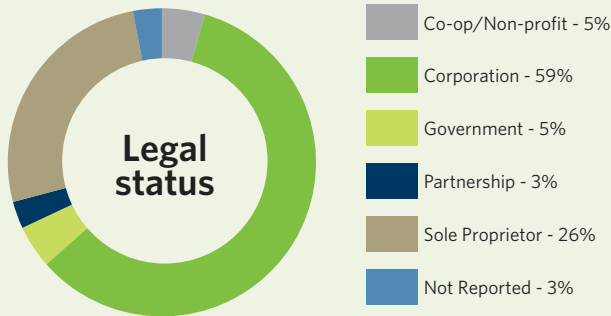


68
businesses
export

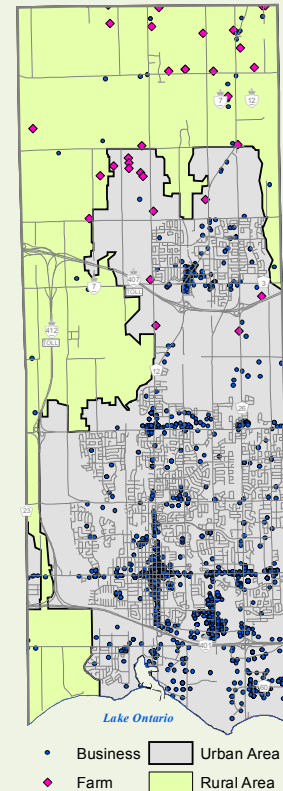
Businesses* by employment size



*Businesses not reporting employment have been excluded.



Business locations:





Glossary of Terms:

Businesses: Includes, but not limited to, professional offices, stores, restaurants, hotels, medical offices, industrial facilities, schools, government offices, hospitals, not for profit establishments, home based businesses. Vacant commercial and industrial locations are reported separately.

Business Sectors: The sectors are defined by the North American Industrial Classification System (NAICS) 2012 version. It is a standard classification system used throughout, Canada, the United States and Mexico.

Vacant: There is no business operating at a location. Includes vacant commercial, institutional and industrial locations.

Full-time jobs: Total number of workers, including self-employed owner operators, who work 30 hours a week or more.

Part-time jobs: Total number of workers who work less than 30 hours a week or more.

Seasonal jobs: Total number of workers who are considered as seasonal or temporary.

Floor space in square feet: The total floor space used by a business (covered area).

Import: If a business answers yes when asked about importing products and/or services into the country.

Export: If a business answers yes when asked about exporting products and/or services out of the country.

Legal Status: The legally recognized framework for conducting commercial activities including: sole-proprietor, partnership, corporation, cooperative/non-profit and government.

Ownership Form: The business ownership forms include: independent, franchise, branch, institutional and public. The ownership form of a business does not necessarily have any link to its legal status.





Notes:

The Region's annual Business Count is conducted from May to August. It is conducted by a group of seven summer students primarily through short face-to-face interviews. The students are generally able to conduct each survey in less than five minutes. In the event a face-to-face interview is not possible, businesses have the option of returning the survey by mail, fax, or completing it on the Region's website. Large employers such as school boards and municipal government offices are contacted by phone or email.

Every effort is made to collect all of the survey information for each business. As the survey is voluntary, the data collected is incomplete for some businesses.

Home-based and mobile businesses are encouraged to complete the survey online. Farms are identified through signage including: signs identifying a location as a farm located on the property or barn; OFA signs; and, CFFA signs.

While all care and diligence has been used in processing, analysing, and extracting data and information, the Region of Durham does not warrant the information to be error free.





The Regional Municipality Of Durham
605 Rossland Rd. E., Whitby, ON L1N 6A3
905-668-7711 or 1-800-372-1102
www.durham.ca

If this information is required in an accessible
format, please contact 1-800-372-1102 ext. 2570

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 3540.



The Regional Municipality of Durham Information Report

From: Commissioner of Works
Report: #2018-INFO-44
Date: March 9, 2018

Subject:

Strategic Road Safety Action Plan for the Regional Municipality of Durham

Recommendation:

Receive for information.

Report:

1. Purpose

1.1 The purpose of this report is to update Regional Council on the Strategic Road Safety Action Plan study.

2. Background

2.1 In 2015, Regional Council considered reports from staff regarding the use of Red Light Camera Automated Enforcement Technology to improve safety. It was decided that the Region would focus on other safety initiatives including the preparation of a Strategic Road Safety Action Plan to identify priorities.

2.2 Traffic collisions are the leading cause of injury and death for 18-24 year olds across the Province of Ontario. In 2017, approximately 1,500 people were injured or killed on Durham Regional and Local municipal roads due to motor vehicle collisions. Twenty one people lost their lives. Victims were across all ages, male/female, passengers/drivers, pedestrians, cyclists, impaired, at fault and other wise.

2.3 Overall, fatalities on roads in the Province have been decreasing even as the number of licensed drivers increased. Vehicle design, seatbelt use, impaired driving campaigns and improvements in road design have all contributed to this decline. Figure 1 illustrates the number of fatalities in the Province related to motor vehicle collisions between 1988 and 2016, along with the number of licensed drivers. Statistics in the Region has generally followed the same trend that has been seen across Ontario and Canada.

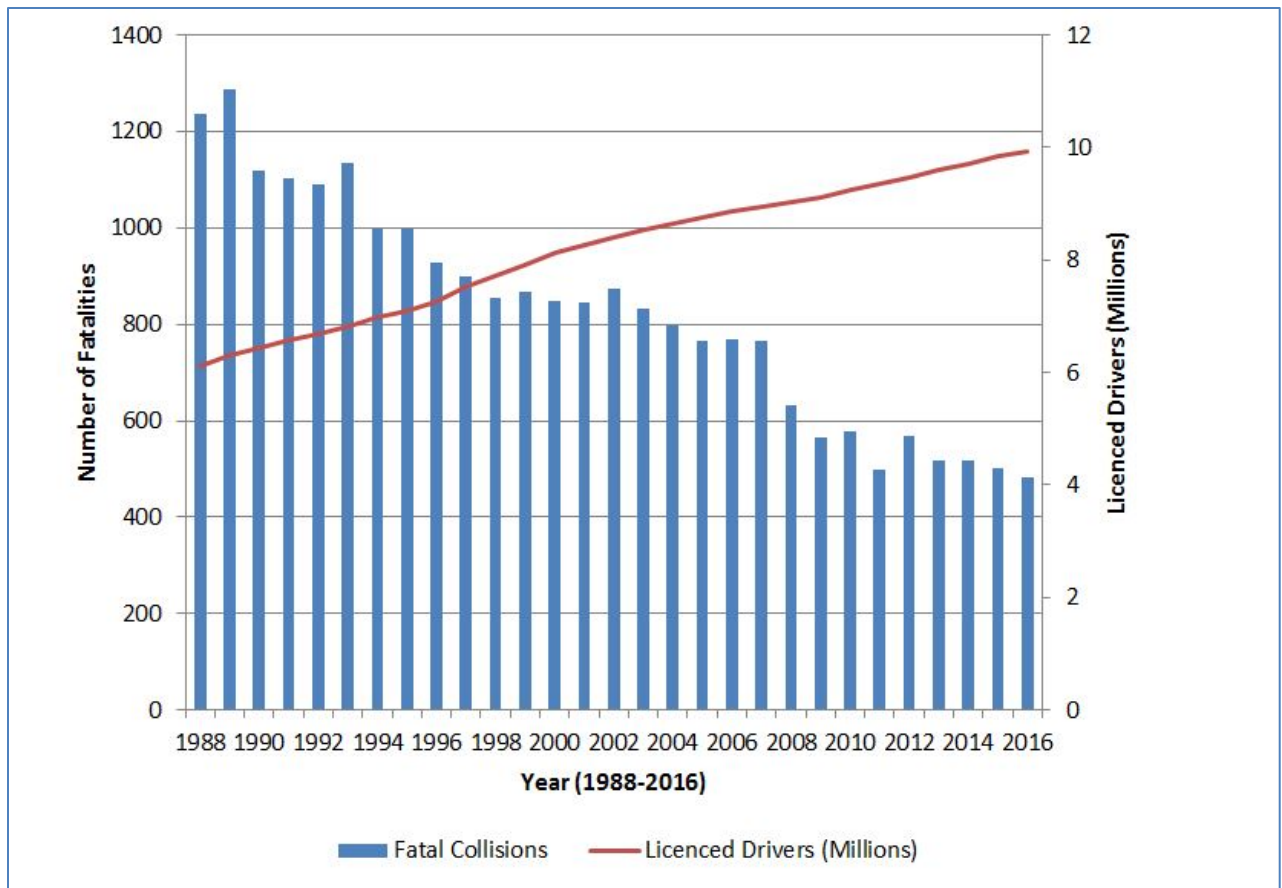


Figure 1 – Ontario Traffic Fatalities and Licensed Drivers (1988-2016)

3. A Strategic Road Safety Action Plan for the Region

- 3.1 In 2015, Regional Council directed staff to initiate a Strategic Road Safety Action Plan (SRSAP) for Durham.
- 3.2 A steering committee was established with representatives from each local municipality, Durham Regional Police Service, Ontario Provincial Police, Durham Public Health, Durham District School Boards, Durham Cycling Coalition and others.
- 3.3 CIMA+, a consulting engineering firm specializing in road safety was retained to assist the Region with developing the SRSAP. CIMA+ has been involved in the development of similar plans for the City of Toronto, City of Ottawa, City of London, Region of Peel and City of Halifax.

4. Public Consultation

4.1 Durham residents continue to be involved in the study through multiple means:

- Public information centres held in the fall of 2017;
- A public engagement survey (online and telephone) that resulted in approximately 2,500 responses; and
- A project website allowing additional input and comments (www.durhamvisionzero.com) throughout the course of the study.

4.2 The public identified the following as top safety concerns within the Region:

- impaired driving
- distracted driving
- aggressive driving
- school zones
- intersections
- pedestrians
- truck routes
- seat belts/car seats
- young drivers
- cyclists

5. What is Vision Zero?

5.1 Vision Zero is a program that was initiated in Sweden in 1997. The program established a long term vision of eliminating traffic fatalities and injuries that result from motor vehicle collisions. The basic premise of the program is that **“Life and health can never be exchanged for other benefits within a society.”**

5.2 In Canada, Vision Zero programs have been implemented in the City of Toronto, City of Edmonton, Region of Peel, City of Halifax and others.

5.3 Around the world, Vision Zero is now accepted as the state of the practice with respect to Road Safety initiatives. New York City, San Francisco, Los Angeles have all implemented Vision Zero approaches to traffic safety.

6. SRSAP – Vision, Goal and Emphasis Areas

6.1 The steering committee has recommended a Vision Zero approach to Road Safety within the Region, with the following statement:

“Vision Zero - Zero people killed or injured across all modes of transportation”

6.2 The steering committee has recommended the following goal for the first five years of the Region's Vision Zero program:

"A 10 per cent reduction in fatal and injury collisions over the first five years on Regional and Local municipal roads."

6.3 Based on 2012-2016 collision data and consideration of the comments from public consultation, the steering committee has recommended the following eight emphasis areas for the Vision Zero program:

1. intersections
2. aggressive driving
3. distracted driving
4. young drivers
5. pedestrians
6. impaired drivers
7. trucks
8. cyclists

Although school zones and seat belts/car seats were noted by the public as safety concerns, historical collision data did not support that emphasis.

6.4 The number of injury and fatal collisions on Regional and Local municipal roads over the 2012-16 period, by emphasis area, are shown in Figure 2 below:

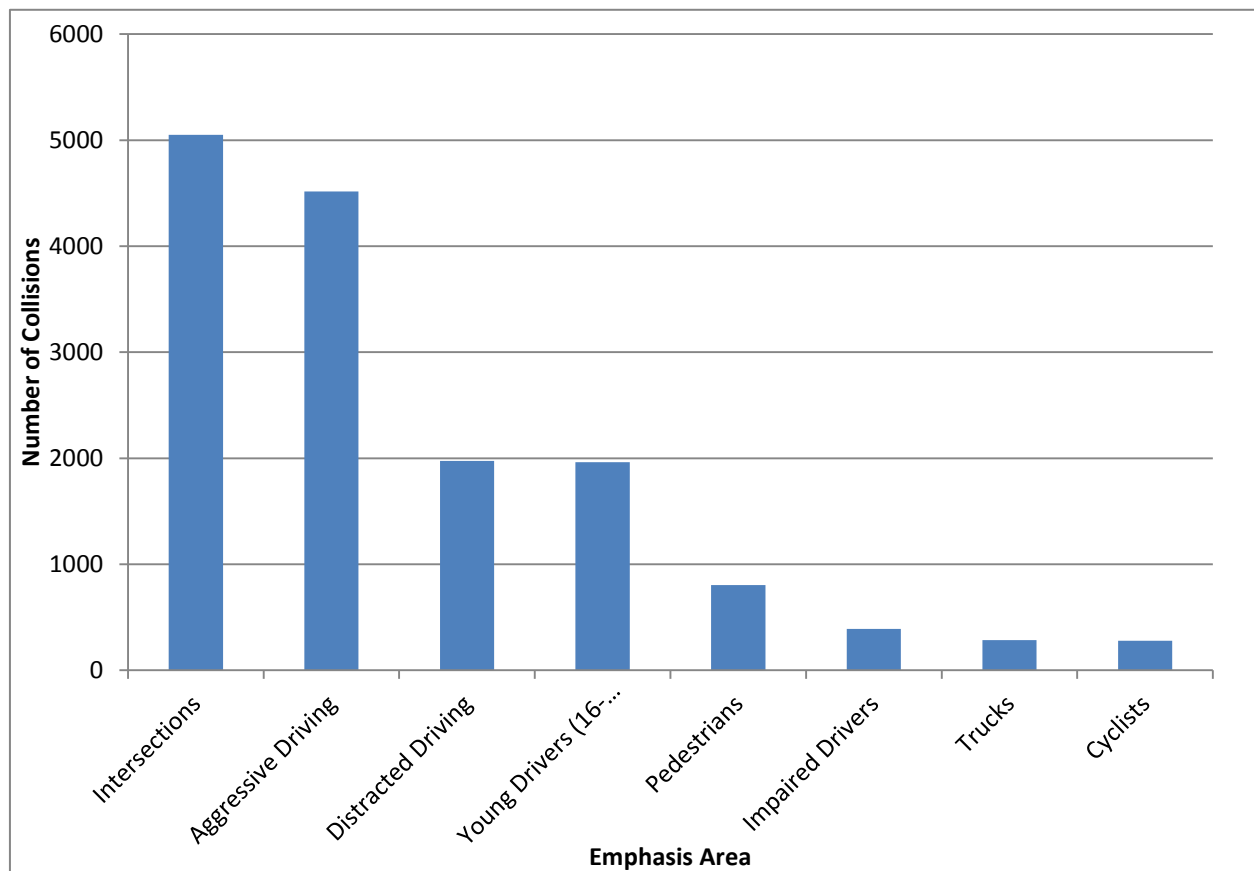


Figure 2 – Total Collisions by Emphasis Area (2012-2016)

6.5 The project team is currently identifying specific countermeasures to address each emphasis area. A countermeasure is a specific safety program (e.g. guiderail installations, automated speed enforcement, public education campaigns) designed to target the selected emphasis areas.

7. Vulnerable Road Users

7.1 As shown in Figure 1, over the past twenty years, road related fatalities have decreased even as the number of licenced drivers has increased in the Province. Many believe that this decrease in fatalities is largely related to improvements in vehicle design and tougher regulations with respect to seatbelt use, impaired driving and distracted driving.

7.2 Unfortunately, the most vulnerable road users (pedestrians and cyclists) do not benefit from advancements in vehicle design and regulations. In urban areas across North America, pedestrians and cyclists are involved in a larger proportion of roadway fatalities although the total number of fatalities is decreasing. Increasing numbers of pedestrians and cyclists are sharing road space with other modes as we promote increased physical activity and less reliance on the personal automobile. This is a growing trend that needs to be recognized. Figure 3 below summarizes pedestrian and cyclist injury collisions over the 2012-2016 period on Regional and Local municipal roads. The SRSAP has identified both pedestrian and cyclist collisions as emphasis areas.

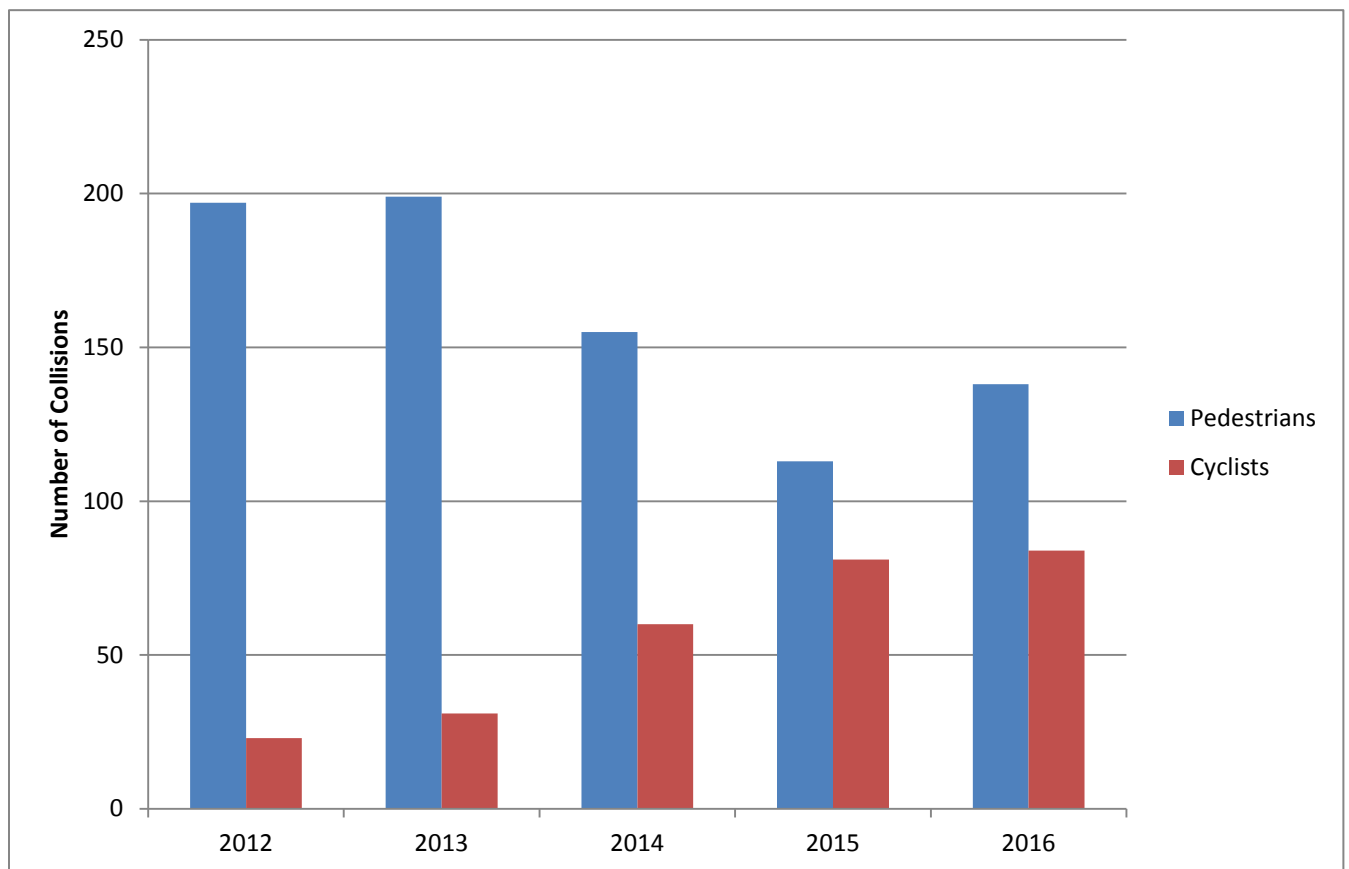


Figure 3 – Pedestrian and Cyclist Collisions (2012-2016)

8. Project Schedule and Next Steps

8.1 The SRSAP project is expected to be completed by the end of 2018. Specific countermeasures addressing emphasis areas are being developed and it is anticipated that programs to implement these countermeasures will be presented to Regional Council for consideration as part of the 2019 budget process.

9. Conclusion

- 9.1 Traffic Safety continues to be one of the most frequent areas of concern identified by the residents of the Regional Municipality of Durham. The Strategic Road Safety Action Plan and a Vision Zero approach is being developed to place a higher emphasis on road safety in an effort to eliminate deaths and injuries resulting from motor vehicle collisions on our transportation system.

Respectfully submitted,

Original signed by _____

Susan Siopis, P.Eng.
Commissioner of Works

EARLY RELEASE OF REPORT



The Regional Municipality of Durham Report

To: Committee of the Whole
From: Commissioner of Planning and Economic Development
Report: #2018-COW-**
Date: April 4, 2018

Subject:

Public Meeting Report

Proposed Regional Official Plan Amendment – Implementation of Key Transportation Network Changes Recommended in the Transportation Master Plan, File: OPA 2018-002

Modification to the Durham Regional Official Plan to Resolve Deferral 7

Recommendations:

- A) That Public Meeting Report #2018-COW-** be received for information; and
 - B) That all submissions received be referred to the Planning Division for consideration.
-

Report:

1. Purpose

- 1.1 This report provides information on the proposed amendment to the Durham Regional Official Plan to implement a number of transportation network changes, as recommended through the Durham Transportation Master Plan (2017).
- 1.2 A “Notice of Public Meeting” has been advertised in the appropriate newspapers and posted on the Region’s website. This report was made available to the public prior to the meeting.

2. Background

- 2.1 On December 13, 2017, the Final Transportation Master Plan (TMP) was endorsed by Regional Council through Report #2017-COW-268. Regional Council also authorized the Planning and Economic Development Department to initiate the amendment process to incorporate the relevant portions of the TMP into the Regional Official Plan (ROP).
- 2.2 The TMP update recommended additions, changes and deletions to the designations of arterial road sections on Maps 'C1' and 'C2' – Road Network in the ROP. There are almost 70 proposed changes to these road network maps in the ROP required to 2031, the current time horizon of the ROP. These proposed changes are included as part of this proposed amendment (refer to Section 3 and Attachment 1).
- 2.3 The TMP also recommends a Higher Order Transit Network for the Region and updates to the Region's Strategic Goods Movement Network. Accordingly, this amendment includes these network recommendations and incorporates them into proposed changes for the Transit Priority Network (Map 'C3') and Strategic Goods Movement Network (Map 'C4').
- 2.4 Further, this amendment proposes several changes to policies in Section 11 – Transportation System and Schedule 'E', Table 'E7' – Arterial Road Criteria in the ROP, which support the proposed network changes.
- 2.5 This report also proposes a resolution of Deferral 7, as it pertains to the deferred designation of Dixie Road in the City of Pickering as a Type B Arterial road (refer to Section 4 and Attachment 2).
- 2.6 There are several other actions recommended through the TMP that have implications on ROP policy, but are not included as part of this amendment. These actions will be addressed as part of the Region's upcoming Municipal Comprehensive Review (Official Plan Review), as they may have implications on other aspects of the ROP including land use designations and development review requirements to support transit.

3. Proposed Amendment

- 3.1 Attachment 1 details the proposed changes to the transportation network schedules in the ROP, and implements key transportation network recommendations included in the TMP. Further, Attachment 1 also illustrates the

proposed amendment to the Schedules through the following exhibits:

- a) Schedule 'C', Maps 'C1' and 'C2' – Road Network amendments are demonstrated in Exhibits 1A, 1B, 1C and 1D:
 - Exhibit 1A for the City of Pickering and Town of Ajax;
 - Exhibit 1B for Town of Whitby and City of Oshawa;
 - Exhibits 1B and 1C for the Municipality of Clarington; and
 - Exhibit 1D for the Townships of Uxbridge, Scugog and Brock.
 - b) Schedule 'C', Map 'C3' – Priority Transit Network amendments are demonstrated in Exhibits 2A and 2B;
 - c) Schedule 'C', Map 'C4' – Strategic Goods Movement Network amendments are demonstrated in Exhibit 3; and
 - d) Schedule 'A', Map 'A4' – Regional Structure amendments are demonstrated in Exhibit 4.
- 3.2 More detailed information on the proposed changes to Schedule 'C', Maps 'C1 and 'C2 – Road Network, including the basis for these changes, is included in Attachment 3. This attachment is derived from Appendix A of the TMP.
- 3.3 This amendment also proposes several changes to policies in Section 11 – Transportation System and Schedule 'E', Table 'E7' – Arterial Road Criteria in the ROP, which can be summarized as follows:
- Updates to policies pertaining to the completion of Highways 407, 412 and 418;
 - Updates to policies recognizing the importance of the Provincial freeway and highway system;
 - Creation of new policies for the Transit Priority Network designations;
 - Clarification of the role in the Regional Cycling Plan in supporting active transportation and provision of sidewalks, multi-use paths and other cycling infrastructure;
 - Addition of policies to support road widening requirements for certain arterial road sections that correspond to the Transit Priority Network;
 - Clarification of policies pertaining to minimum intersection spacing and

connectivity, and

- Minor “housekeeping” updates or edits to several policies.

4. Proposed Resolution to Provincial Deferral 7 (Dixie Road, Pickering)

- 4.1 In order to implement the recommended networks within the TMP into the ROP, a resolution of Deferral 7 to the ROP is required. This deferral pertains to the designation of Dixie Road as a Type B Arterial, from Third Concession Road to Kingston Road, in the City of Pickering (refer to Attachment 2).
- 4.2 When the ROP was approved by the Minister of Municipal Affairs and Housing in November 1993, the designation of Dixie Road was deferred by the Minister as a result of an objection by the Liverpool West Community Association (Deferral 7). As such, further decision by the Minister of Municipal Affairs is necessary in order to modify the ROP and resolve the deferral.
- 4.3 Existing Dixie Road is also deferred in the Pickering Official Plan, but as a Type C Arterial (Deferrals 11, 12 and 44). If approved by the Minister, the ROP will be consistent with the intent of the Pickering Official Plan. Accordingly, the deferrals in the Pickering OP related to ROP Deferral 7 can be subsequently approved by the Commissioner of Planning and Economic Development as authorized by Regional Council (Report #97-P-89).
- 4.4 Excerpts of the ROP incorporating the proposed amendment (refer to Section 3 and Attachment 1) and the proposed resolution of Deferral 7, pending approval, is included in Attachment 4.

5. Consultation

- 5.1 This application has been circulated to a variety of agencies for review and comment, including: the Ministry of Municipal Affairs, the Ministry of Transportation, Metrolinx, Parks Canada, Durham Region area municipalities, neighbouring municipalities, local school boards, utility and gas companies, Mississaugas of Scugog Island First Nation and conservation authorities.

6. Public Participation

- 6.1 Anyone who attends the Region’s public meeting may present an oral submission, and/or provide a written submission to the Committee of the Whole on the proposed amendment. Also, any person may make written submissions at any time before Regional Council makes a decision.

6.2 If a person or public body does not make oral submissions at a public meeting, or does not make written submissions before the proposed official plan amendment is adopted, the person or public body:

- Is not entitled to appeal the decision of the Ontario Municipal Board; and
- May not be added as a party to the hearing of an appeal before the Ontario Municipal Board unless, in the opinion of the Board, there are reasonable grounds to add the person or public body as a party.

6.3 Anyone wishing to be notified of Regional Council's decision on the subject amendment must submit a written request to:

Brian Bridgeman, MCIP, RPP
Commissioner of Planning and Economic Development
Planning and Economic Development Department
Regional Municipality of Durham
Durham Region Headquarters
605 Rossland Road East
Whitby, ON L1N 6A3
Brian.Bridgeman@durham.ca

7. Future Regional Council Decision

7.1 The Committee of the Whole will consider the subject applications at a future meeting, and will make a recommendation to Regional Council. Council's decision will be final unless appealed.

7.2 All persons who made oral or written submissions, or have requested notification in writing, will be given written notice of the future meetings of Committee of the Whole and Regional Council at which the subject application will be considered.

8. Attachments

Attachment #1: Proposed Amendment

Attachment #2: Proposed Modification to Resolve Deferral 7

Attachment #3: Details of Proposed Changes to Schedule 'C', Maps 'C1' and 'C2'
– Road Network

Attachment #4 Excerpts of Regional Official Plan Incorporating the Proposed
Amendment and Modification

Respectfully submitted,

Original signed by

B. E. Bridgeman, MCIP, RPP
Commissioner of Planning and
Economic Development

Recommended for Presentation to Committee

G.H. Cubitt, MSW
Chief Administrative Officer

**Proposed Amendment
Regional Official Plan Amendment Application 2018-002**

Introductory Statement:

The following text, Tables 1 and 2, and attached maps identified as Exhibits 1A, 1B, 1C and 1D, Exhibits 2A and 2B, Exhibit 3 and Exhibit 4 constitute this amendment.

Details of the Amendment:

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

- 1) Several policies in Section 11 – Transportation System of the Plan are amended as per Table 1 attached hereto and forming part of this amendment.
- 2) Schedule 'C' – Transportation System, Maps 'C1' and 'C2' – Road Network as amended, is further amended as shown on Exhibits 1A, 1B, 1C and 1D attached hereto and forming part of this Amendment, by:
 - Renaming the designations for existing and future "Interchanges" to existing and future "Interchange";
 - Renaming the designation for "Existing Interchanges to be Removed" to "Existing Interchange to be Removed";
 - Deleting the "Future "Interchange" symbol at Highway 407/Sideline 14;
 - Replacing the "Existing Interchange to be Removed" symbol at Highway 401/Ritson Road with the existing "Interchange" symbol;
 - Adding certain "Type B Arterial" and "Type C Arterial" road designations;
 - Re-designating certain roads from "Type C Arterial" to "Type B Arterial";
 - Re-designating certain roads from "Type B Arterial" to "Type C Arterial";
 - Adding significant realignments of certain future "Type B Arterial" and "Type C Arterial" roads;
 - Adding "Type B Arterial" and "Type C Arterial" roads within Specific Policy Area A, consistent with the Central Pickering Development Plan and completed Environmental Assessment studies that set the alignments for these roads; and
 - Replacing the "Oshawa Airport" label with "Oshawa Executive Airport".

3) Schedule 'C' – Transportation System, Map 'C3' – Transit Priority Network as amended, is further amended as shown on Exhibits 2A and 2B attached hereto and forming part of this Amendment, by:

- Splitting the “Transit Spine” designation into three new, separate designations, being “Rapid Transit Spine”, “High Frequency Transit Network” and “Other Transit Connection” and, accordingly:
 - Re-designating certain arterial road sections from “Transit Spine” to “Rapid Transit Spine”, “High Frequency Transit Network” or “Other Transit Connection”;
 - Deleting certain “Transit Spine” designations;
 - Adding certain “High Frequency Transit Network” designations;
 - Adding certain “Other Transit Connection” designations;
- Deleting the “Transit Spine (Future Connection to East Durham Freeway Link) designation;
- Deleting certain “Freeway Transit” designations;
- Updating the locations of “Transportation Hub”, “Commuter Rail” and “Commuter Station” designations, consistent with the Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Transit Project Assessment Process EA Study (2011), by:
 - Realigning the future “Commuter Rail” connection across Highway 401, between the CNR Kingston line to the CPR Belleville line, near the Oshawa/Whitby boundary;
 - Deleting the future “Transportation Hub” symbol on the CPR Belleville line from the formerly proposed site south of Gibb Street and east of Stevenson Road;
 - Adding a “Transportation Hub” symbol on the Central Oshawa GO Station site south of Olive Avenue, and east of Simcoe Street, in the City of Oshawa; and
 - Adding a future “Commuter Station” symbol at the Thornton’s Corners GO Station site, west of Thornton Road and north of Consumers Drive in the

City of Oshawa;

- Adding a future “Commuter Station” symbol at the Seaton GO Station site, east of Brock Road on the CPR Belleville line; and
 - Deleting a future “Commuter Rail” designation on the CPR Belleville Line from the Seaton GO Station site to the realigned Commuter Rail connection near the Oshawa/Whitby boundary.
- 4) Schedule ‘C’ – Transportation System, Map ‘C4’ – Strategic Goods Movement Network as amended, is further amended as shown on Exhibit 3 attached hereto and forming part of this Amendment, by:
- Adding certain “Arterial Road” designations.
- 5) Schedule ‘A’ – Regional Structure, Map ‘A4’ – Pickering, Ajax, Whitby, Oshawa, is updated as a result of the amendments to Schedule ‘C’ – Transit Priority Network, as follows and as shown on Exhibit 4 attached hereto:
- Realigning the future “GO Rail” connection across Highway 401, between the CNR Kingston line to the CPR Belleville line, near the Oshawa/Whitby boundary;
 - Deleting the future “GO Station” symbol on the CPR Belleville line from the formerly proposed site south of Gibb Street and east of Stevenson Road
 - Adding the future “GO Station” symbol to the Central Oshawa site located south of Olive Avenue, and east of Simcoe Street, in the City of Oshawa;
 - Adding a future “GO Station” at the Thornton’s Corners site, located west of Thornton Road and north of Consumers Drive in the City of Oshawa; and
 - Replace the “Oshawa Airport” label with “Oshawa Executive Airport”.
- 6) Schedule ‘E’ – Tables, Table ‘E7’ – Arterial Road Criteria is amended as shown in Table 2 attached hereto and forming part of this amendment, by:
- Updating the general Classification Criteria for Travel Speed and Minimum Intersection Spacing to reflect current practice;
 - Correcting the Travel Speed criterion for Type B Arterial roads;
 - Revising the Connectivity criteria for Type A Arterial and Type B Arterial roads to reflect current practice;

- Updating the Cycling and Pedestrian Provisions criteria for Type A Arterial, Type B Arterial and Type C Arterial roads; and
- Updating the Right-of-Way Width criteria for Type A Arterial and Type B Arterial roads to support planned Rapid Transit Spines and High Frequency Transit Network.

Table 1
Policy Amendments to Section 11 – Transportation System

Item	Old Section Number	New Section Number	Details of Policy Amendment
1.	11.3.4 c)	11.3.4 c)	Add the word “roundabouts,” after the words “traffic control devices,”.
2.	11.3.7	11.3.7	In the first sentence of the first paragraph, add the words “412, 418 and” after “407” and delete the words “and 35” after the word “115”. In the second sentence of the first paragraph, add the words “and highway” after the word “freeway”.
3.	11.3.7 a)	11.3.7 a)	Delete the word “the” after the words “the extension of”; delete the words “freeway and transitway” after the words “Highway 407”; delete the words “two high speed” after the word “including” and replace with “the Highway 418”; delete the words “and transitway” after “freeway” and replace the following word “connections” with “connection”; add the words “and planned transitway on Highways 407, 412 and 418” after “Highway 401”.
4.	11.3.7 d)	11.3.7 d)	Delete the word “, and” after the words “Highways 7, 7A” and add the words “, 35 and 35/115; and” after the word “7/12”.
5.		11.3.7 e)	Add a new subsection as follows: “modifications to the alignment of the Highway 7/12 intersection at Thicksen Road, subject to further study by the Town of Whitby and Ministry of Transportation, that may be updated without amendment to this Plan.”

Item	Old Section Number	New Section Number	Details of Policy Amendment
6.	11.3.7	11.3.7	In the second paragraph, delete the word “, freeways” “after “Although” and replace with “Provincial highways”.
7.	11.3.8	11.3.8	Delete the wording of this policy, and replace with the following sentence: “The Region of Durham encourages the Ministry of Transportation to construct the Highway 407 interchanges at Westney Road, Salem Road and Thornton Road, Highway 412 interchange at Rossland Road, and complete the Highway 401/Lake Ridge Road interchange, which were approved in the Highway 407 East Environmental Assessment study but deferred from initial construction.”
8.	11.3.9	11.3.9	Add the words “the implementation of environmental” after the word “encourage”; replace the word “Highway” with “Highways”; delete the words “through planned Urban Areas to provide” and replace with “, 412 and 418, including the provision of”.
9.	11.3.10	11.3.10	In the first sentence, replace the word “freeway” with “arterial road; replace the words “Town of Markham” with “City of Markham”; replace the words “as part of a” with “to supplement the”; add the words “and Hamilton” after “Greater Toronto”.
10.	11.3.13	11.3.13	In the second sentence, replace the words “Rouge Park” with “Rouge National Urban Park”; replace the word “connection” with “existing connections.” Create a new third sentence starting as follows: “Additionally, Regional Council will protect for”; delete the word “of” before “realigned”; replace the words “Fifth Concession Road” with “Whitevale Road”; delete the last sentence of the policy.

Item	Old Section Number	New Section Number	Details of Policy Amendment
11.	11.3.17	11.3.17	In the second sentence, add the words “, which provides inter-regional and inter-municipal service,” after the words “Transit Priority Network”.
12.	11.3.17 a)	11.3.17 a)	Replace the words “Transit Spines” with “Rapid Transit Spine”; replace the words “facilitate inter-regional and inter-municipal services along arterial roads” with “is planned to provide dedicated transit lanes in most arterial road sections”.
13.		11.3.17 b)	Add a new policy subsection to read as follows: ““High Frequency Transit Network” that consists of buses in planned High Occupancy Vehicle (HOV) lanes, or buses or in mixed traffic, with transit signal priority at major intersections and other measures to ensure fast and reliable transit service. Planned HOV lanes may be converted to dedicated bus lanes as growth in ridership warrants;”
14.		11.3.17 c)	Add a new policy subsection to read as follows: ““Other Transit Connections” that facilitate longer-distance trips, providing direct links to Transportation Hubs and Commuter Stations from smaller urban and rural areas;”
15.	11.3.17 b)	11.3.17 d)	Replace the words “commuter stations” with “Transportation Hubs and Commuter Stations”.
16.	11.3.17 c)	11.3.17 e)	

Item	Old Section Number	New Section Number	Details of Policy Amendment
17.	11.3.17 d)	11.3.17 f)	<p>In the first sentence, delete the words “longer-distance” and replace with “long-distance” after the word “facilitate”; delete the words “and link to commuter stations providing transfer points to other transit services and transportation modes” and replace with “within the Highway 407, 412 and 418 right-of-way”.</p> <p>Add the following sentence to the end of the subsection:</p> <p>“The designation of Freeway Transit supports the implementation of frequent bus service, with dedicated commuter parking lots and transit terminals at interchanges, which is planned to evolve to a dedicated transitway facility beside the freeway in the long-term.”</p>
18.	11.3.18	11.3.18	<p>Replace the words “Transportation Hubs, Commuter Stations and Transit Spines” with “Transportation Hub, Commuter Station, Rapid Transit Spine and the High Frequency Transit Network”.</p>
19.	11.3.18 a)	11.3.18 a)	<p>Replace the words “transit spines are” with “a Rapid Transit Spine or the High Frequency Transit Network is”.</p>
20.	11.3.19	11.3.19	<p>Delete the first sentence of the policy.</p> <p>In the second sentence, replace “These corridors” with “Centres and Corridors that correspond to a Rapid Transit Spine, as designated on Schedule ‘C’ – Map ‘C3’, Transit Priority Network,”.</p>

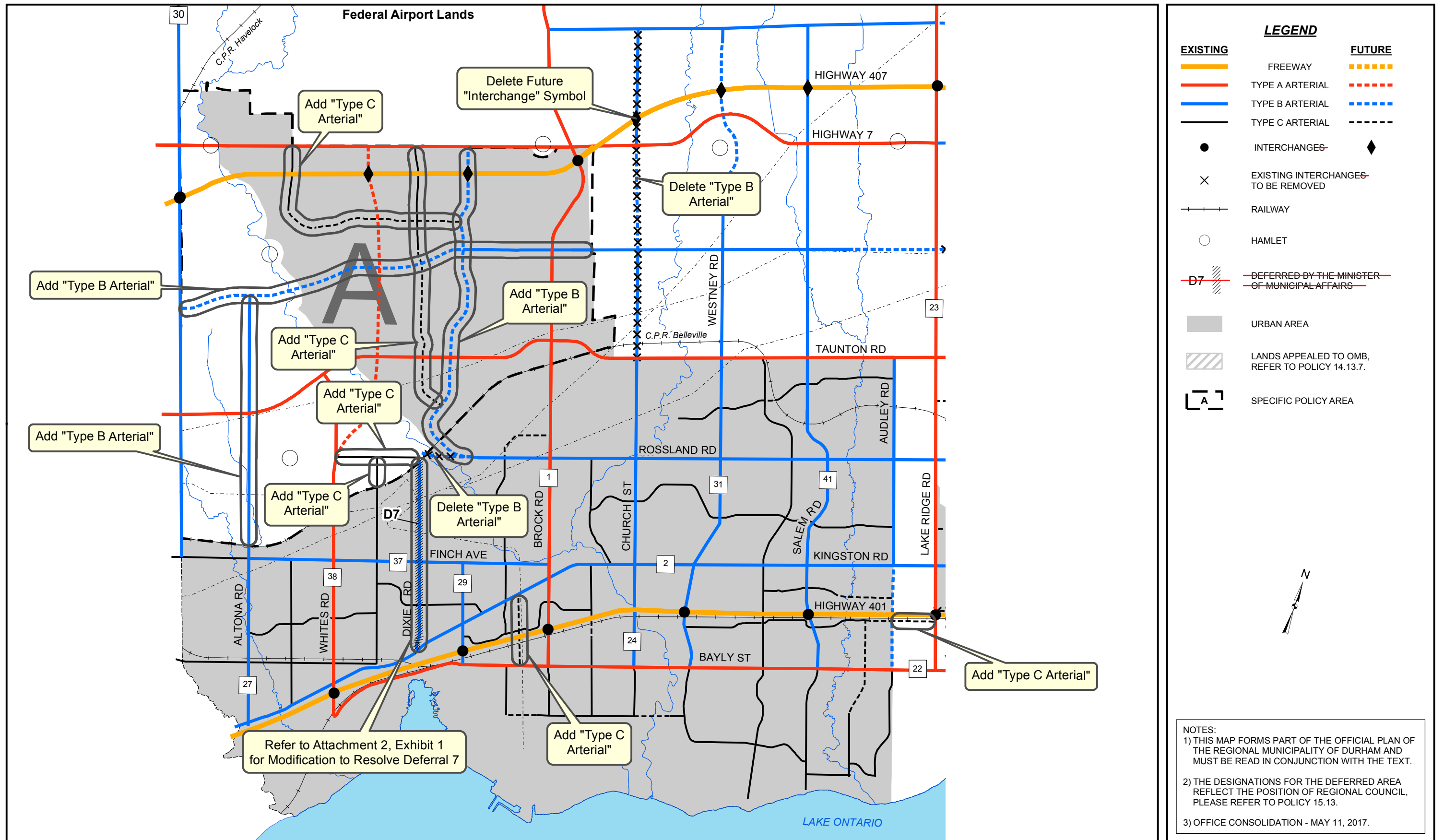
Item	Old Section Number	New Section Number	Details of Policy Amendment
21.	11.3.24	11.3.24	Replace the word “walking” with “ <i>active transportation</i> ” and replace the words “pedestrian conditions” with “connections”.
22.	11.3.28	11.3.28	In the first sentence, replace the words “Oshawa Airport” with “Oshawa Executive Airport”. In the second sentence, replace the reference to “Schedule ‘C’ – Map ‘C4’, Strategic Goods Movement Network” with “Schedule ‘C’ – Map ‘C2’, Road Network.

Table 2**Policy Amendments to Schedule 'E' – Table 'E7' – Arterial Road Criteria**

Item	Criteria	Details of Policy Amendment
1.	Classification Criteria – Travel Speed	Under the Definition column, delete the second sentence.
2.	Classification Criteria – Minimum Intersection Spacing	Under the Definition column, in the first sentence, replace the words “should not be” with “a minimum of lower class road intersections”, and delete the words “intersected by lower class roads” at the end of the sentence.
3.	Travel Speed	Under the Type B Arterial column, replace “70 km/h Urban Area” with “60 km/h Urban Area”.
4.	Connectivity	<p>Under the Type A Arterial column, delete the word “and” and replace with “,” following “freeways”; add the words “and collectors” after the word “arterials”.</p> <p>Under the Type B Arterial column, delete the word “and” and replace with “,” following arterials; add the words “and minimal local road access” after the word “collectors”.</p>
5.	Transit	<p>Under the Type A Arterial column, replace the words “regional transit spines” with “Rapid Transit Spines, High Frequency Transit Network and Other Transit Connections”.</p> <p>Under the Type B Arterial column, replace the words “regional transit spines” with “Rapid Transit Spines, High Frequency Transit Network and Other Transit Connections”.</p> <p>Under the Type C Arterial column, replace the words “local transit corridors and connectors to regional transit spines” with “High Frequency Transit Network”.</p>

Item	Criteria	Details of Policy Amendment
6.	Cycling and Pedestrian Provisions	<p>Under the Type A Arterial column, in the first criterion, replace the words “to be determined subsequent to the completion of the” with “identified in the”; replace the word “Study” with the words “and corridor specific Environmental Assessment studies. In the second criterion, add the words “; a multi-use path may be provided as an alternative to a sidewalk” after “pedestrians”.</p> <p>Under the Type B Arterial column, in the first criterion, replace the words “to be determined subsequent to the completion of the” with “identified in the”; replace the word “Study” with the words “and corridor specific Environmental Assessment studies. In the second criterion, add the words “; a multi-use path may be provided as an alternative to a sidewalk” after “pedestrians”.</p> <p>Under the Type C Arterial column, in the first criterion, replace the words “to be determined subsequent to the completion of the” with “identified in the”; replace the word “Study” with the words “and corridor specific Environmental Assessment studies. In the second criterion, replace the word “Sidewalks” with “Sidewalk”; replace the words “however, may not be required in Employment Areas” with “; a multi-use path may be provided as an alternative to a sidewalk” after “pedestrians”.</p>

Item	Criteria	Details of Policy Amendment
7.	Right-of-Way Width	<p>Under the Type A Arterial column, in the first criterion, add “***” to refer to the exemption policy after “36-45 m right-of-way”. In the third criterion, replace the word “channelized” with “left and”. In the fourth criterion, add the words “, including planned High Occupancy Vehicle (HOV) or bus lanes” after the words “cross-section”. In the last criterion, replace “2-4 lanes” with “2-6 lanes”.</p> <p>Under the Type B Arterial column, in the first criterion, change the first criterion from “30-36 m*** right-of-way” to “30-45 m*** right-of-way”; add new criteria following the second criterion (“36 m for ultimate 4-lane cross-section”) as follows:</p> <p>“45 m for ultimate 6-lane cross-section on a Rapid Transit Spine or on the High Frequency Transit Network in the following sections:</p> <ul style="list-style-type: none"> • Kingston Road (Toronto/Durham boundary to Elizabeth Street) • Kingston Road/Dundas Street (Rotherglen Road to Cochrane Street) • Dundas Street/King Street (Garden Street to Thornton Road) • Regional Highway 2 (Centerfield Drive to Highway 418) • Simcoe Street (Conlin Road to Winchester Road) • Liverpool Road (Kingston Road to Highway 401) • Westney Road (Kingston Road to Bayly Street) <p>40 m for ultimate 6-lane cross-section on a Rapid Transit Spine in the following section:</p> <ul style="list-style-type: none"> • King Street/Regional Highway 2 (Harmony Road to Centerfield Drive” <p>Under the last criterion, add the words “With the exception of the above sections,” before the words “4 lanes”.</p>

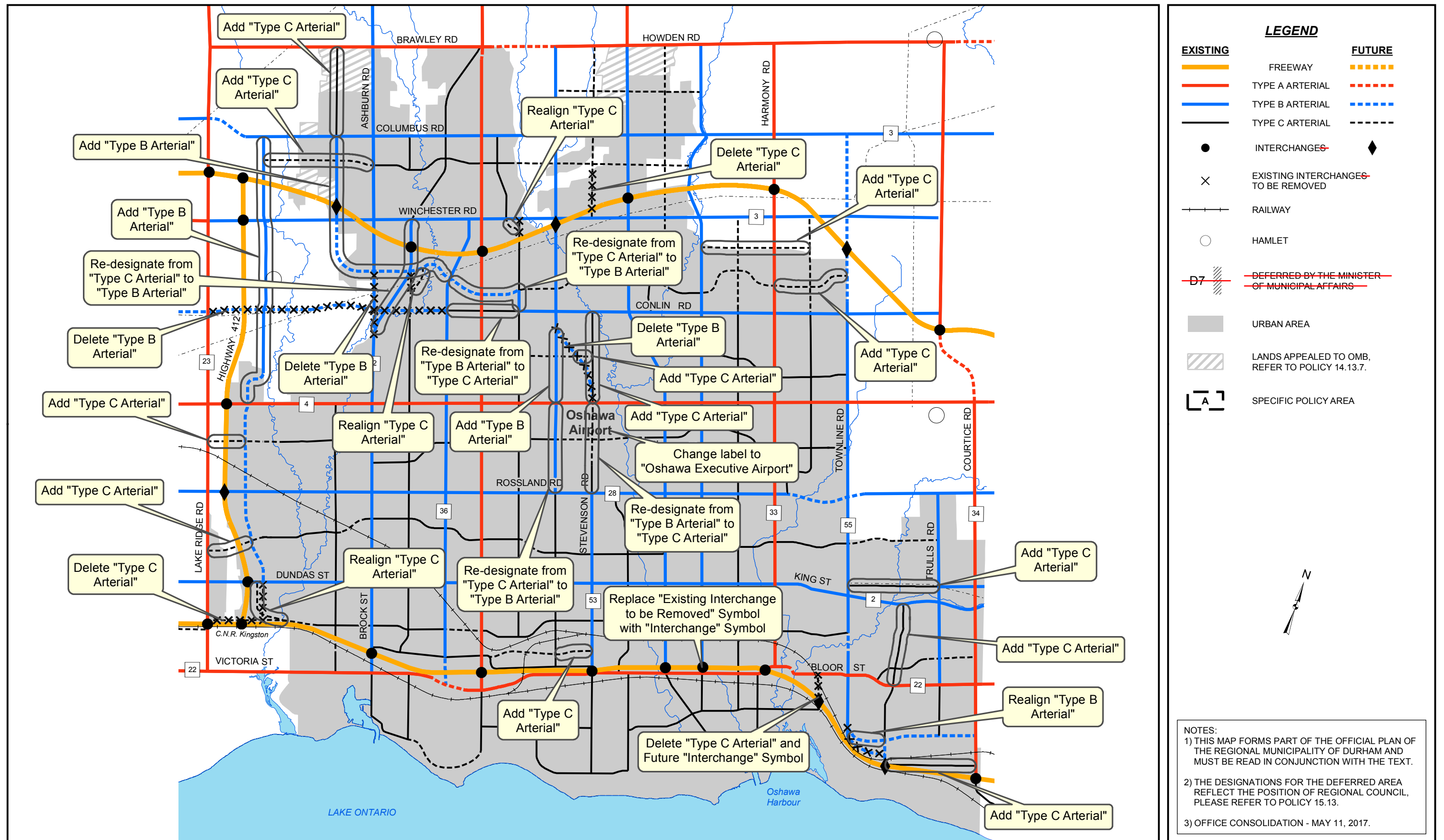


LEGEND

EXISTING		FUTURE
	FREEWAY	
	TYPE A ARTERIAL	
	TYPE B ARTERIAL	
	TYPE C ARTERIAL	
	INTERCHANGES	
	EXISTING INTERCHANGES TO BE REMOVED	
	RAILWAY	
	HAMLET	
	DEFERRED BY THE MINISTER OF MUNICIPAL AFFAIRS	
	URBAN AREA	
	LANDS APPEALED TO OMB, REFER TO POLICY 14.13.7.	
	SPECIFIC POLICY AREA	

NOTES:

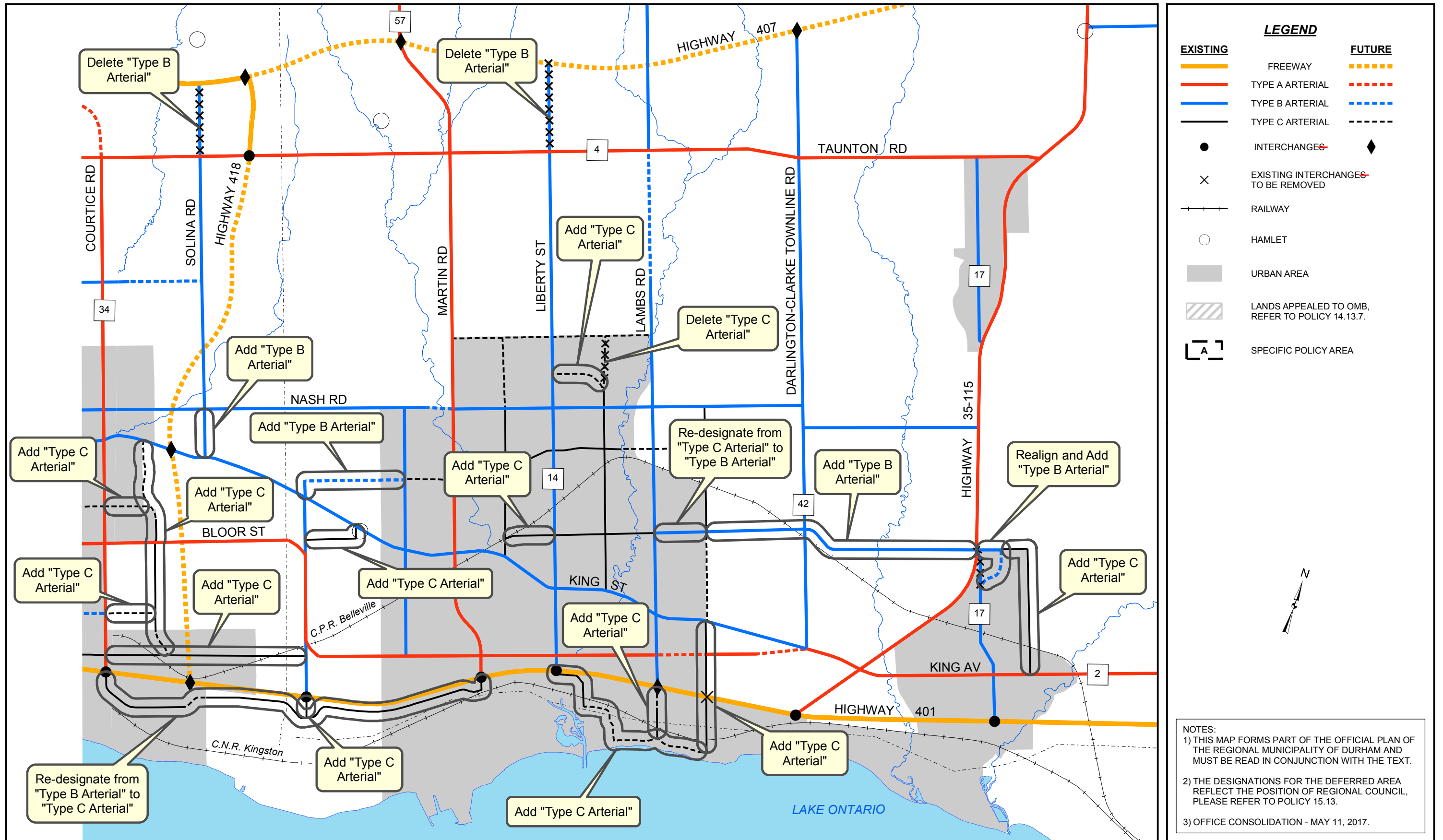
- THIS MAP FORMS PART OF THE OFFICIAL PLAN OF THE REGIONAL MUNICIPALITY OF DURHAM AND MUST BE READ IN CONJUNCTION WITH THE TEXT.
- THE DESIGNATIONS FOR THE DEFERRED AREA REFLECT THE POSITION OF REGIONAL COUNCIL, PLEASE REFER TO POLICY 15.13.
- OFFICE CONSOLIDATION - MAY 11, 2017.

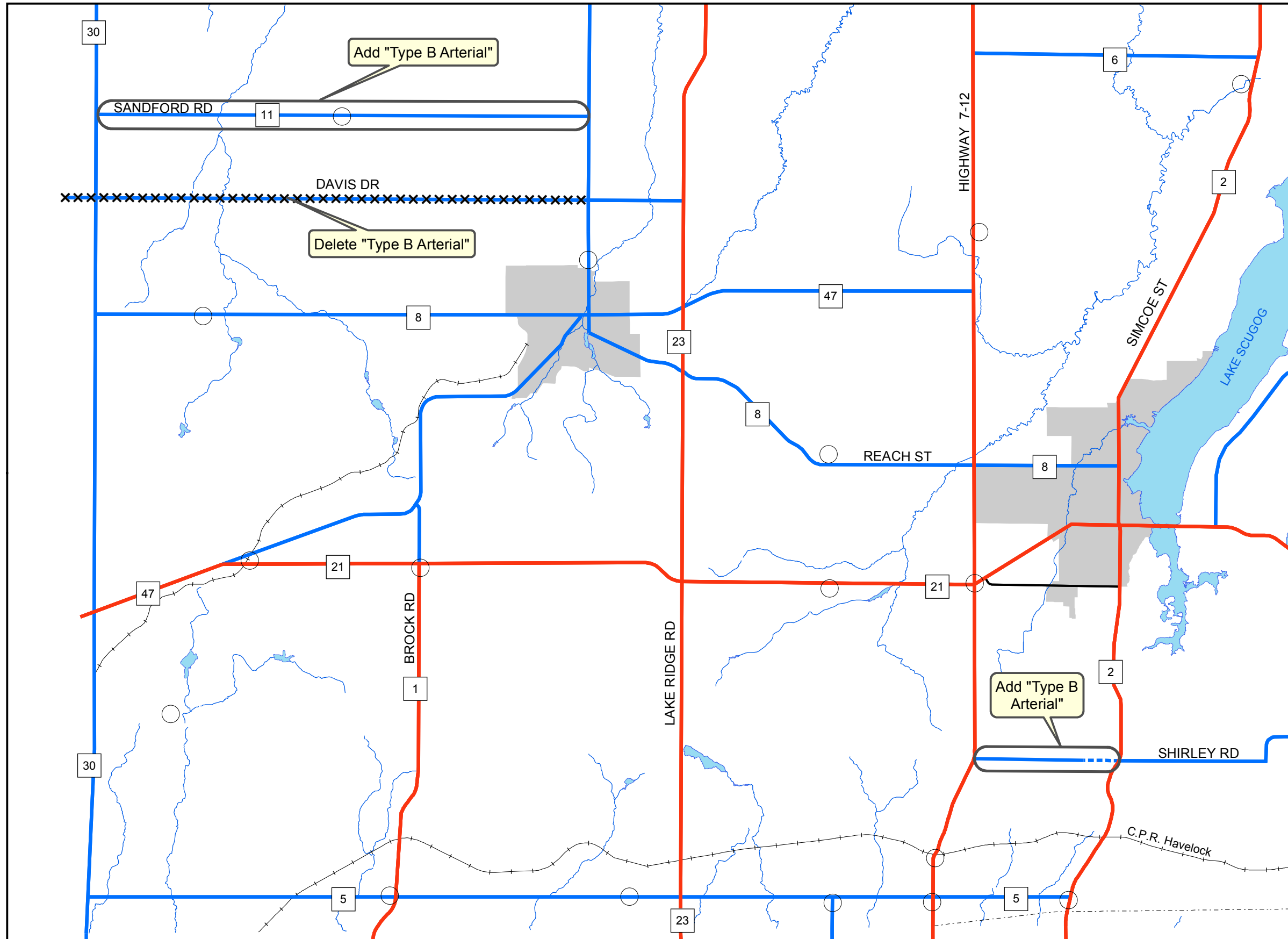


LEGEND

EXISTING		FUTURE
	FREEWAY	
	TYPE A ARTERIAL	
	TYPE B ARTERIAL	
	TYPE C ARTERIAL	
	INTERCHANGES	
	EXISTING INTERCHANGES TO BE REMOVED	
	RAILWAY	
	HAMLET	
	DEFERRED BY THE MINISTER OF MUNICIPAL AFFAIRS	
	URBAN AREA	
	LANDS APPEALED TO OMB, REFER TO POLICY 14.13.7.	
	SPECIFIC POLICY AREA	

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3) OFFICE CONSOLIDATION - MAY 11, 2017.

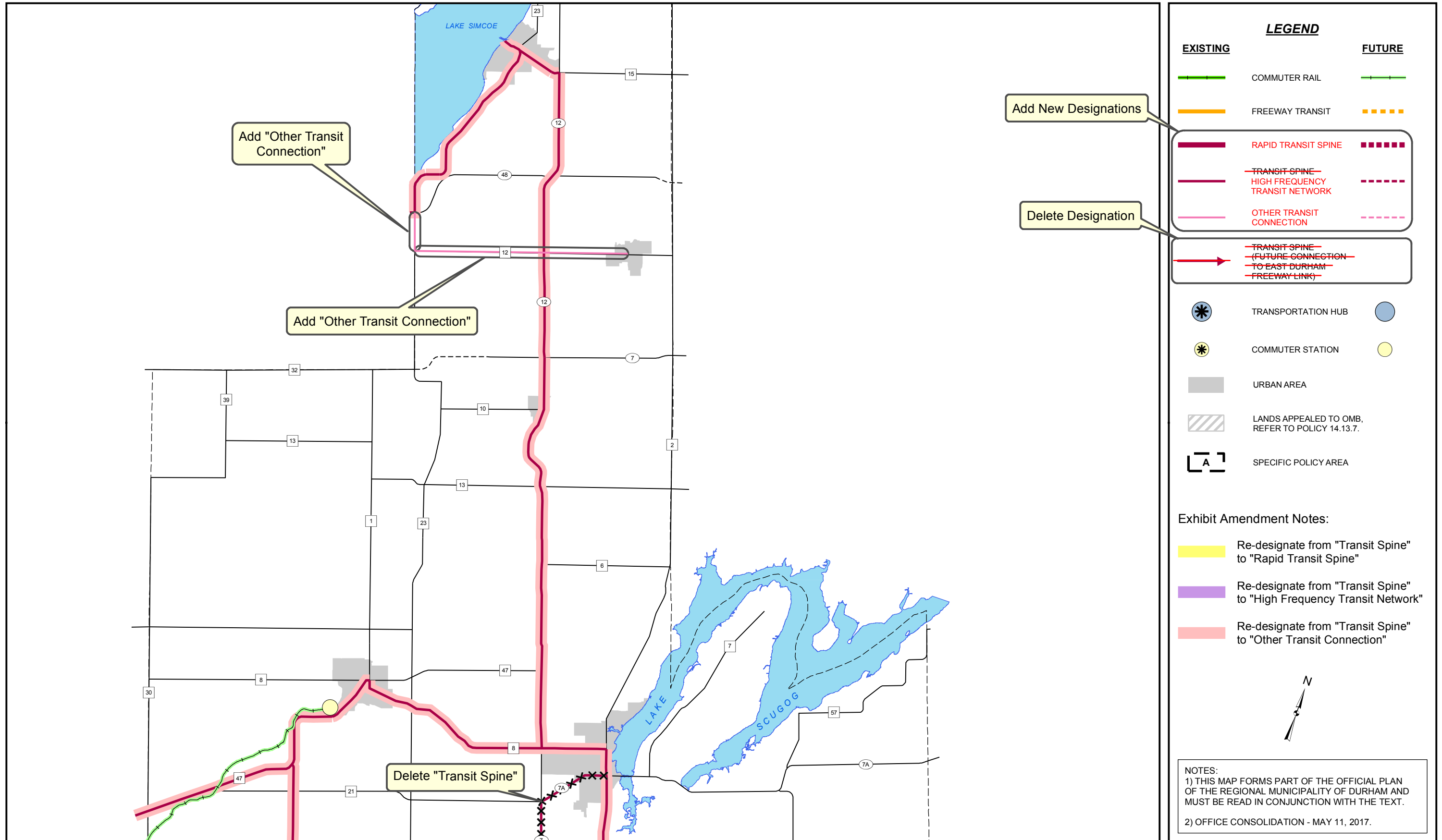




LEGEND

EXISTING		FUTURE
	FREEWAY	
	TYPE A ARTERIAL	
	TYPE B ARTERIAL	
	TYPE C ARTERIAL	
	INTERCHANGES	
	EXISTING INTERCHANGES TO BE REMOVED	
	RAILWAY	
	HAMLET	
	URBAN AREA	
	LANDS APPEALED TO OMB, REFER TO POLICY 14.13.7.	
	SPECIFIC POLICY AREA	

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3) OFFICE CONSOLIDATION - MAY 11, 2017.

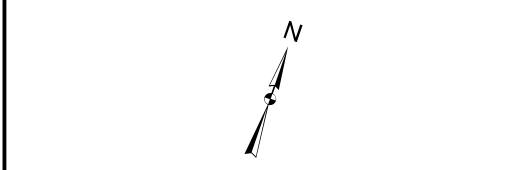


LEGEND

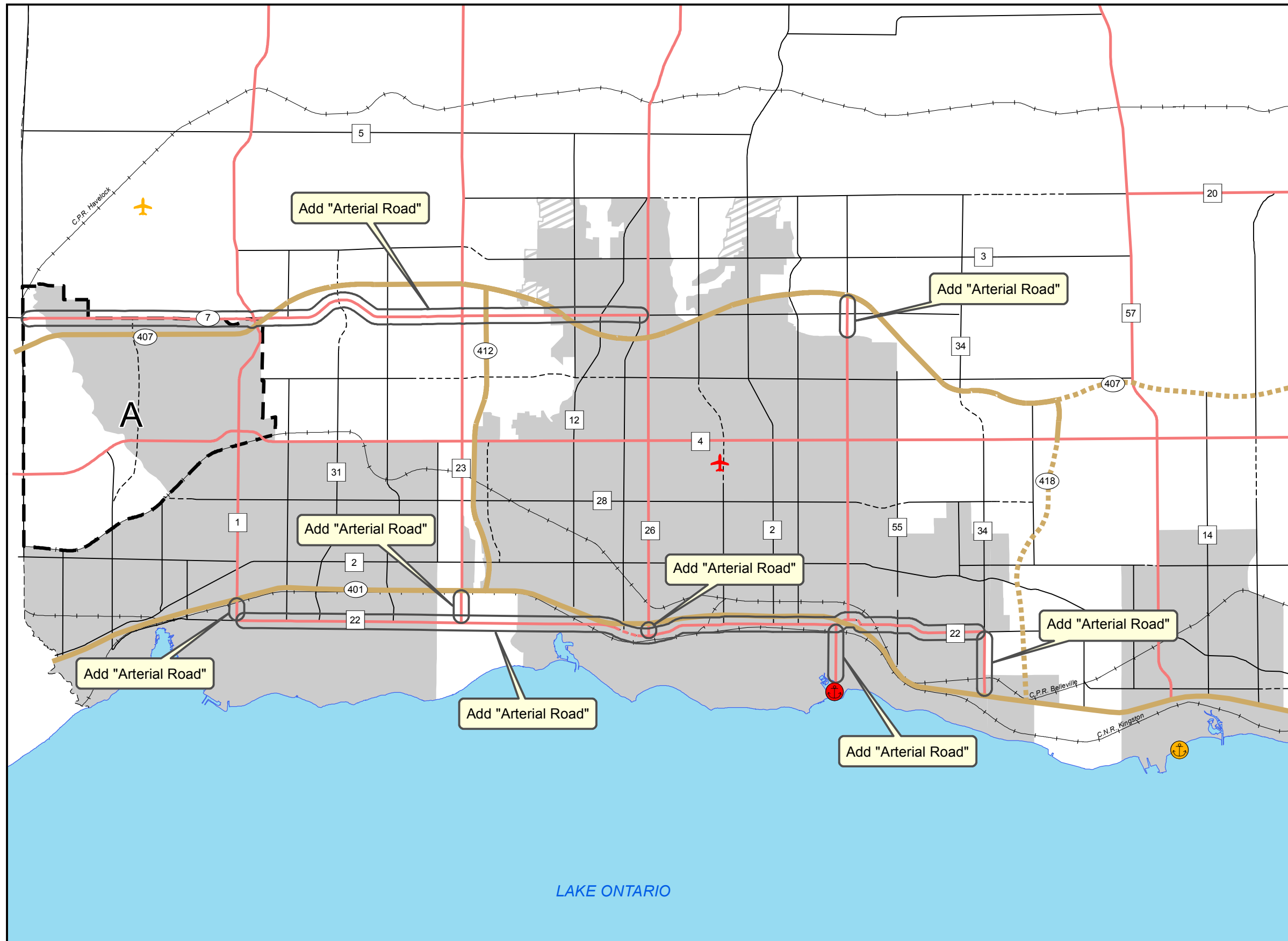
EXISTING		FUTURE
	COMMUTER RAIL	
	FREEWAY TRANSIT	
	RAPID TRANSIT SPINE	
	TRANSIT SPINE - HIGH FREQUENCY TRANSIT NETWORK	
	OTHER TRANSIT CONNECTION	
	TRANSIT SPINE (FUTURE CONNECTION TO EAST DURHAM - FREEWAY LINK)	
	TRANSPORTATION HUB	
	COMMUTER STATION	
	URBAN AREA	
	LANDS APPEALED TO OMB, REFER TO POLICY 14.13.7.	
	SPECIFIC POLICY AREA	

Exhibit Amendment Notes:

- Re-designate from "Transit Spine" to "Rapid Transit Spine"
- Re-designate from "Transit Spine" to "High Frequency Transit Network"
- Re-designate from "Transit Spine" to "Other Transit Connection"



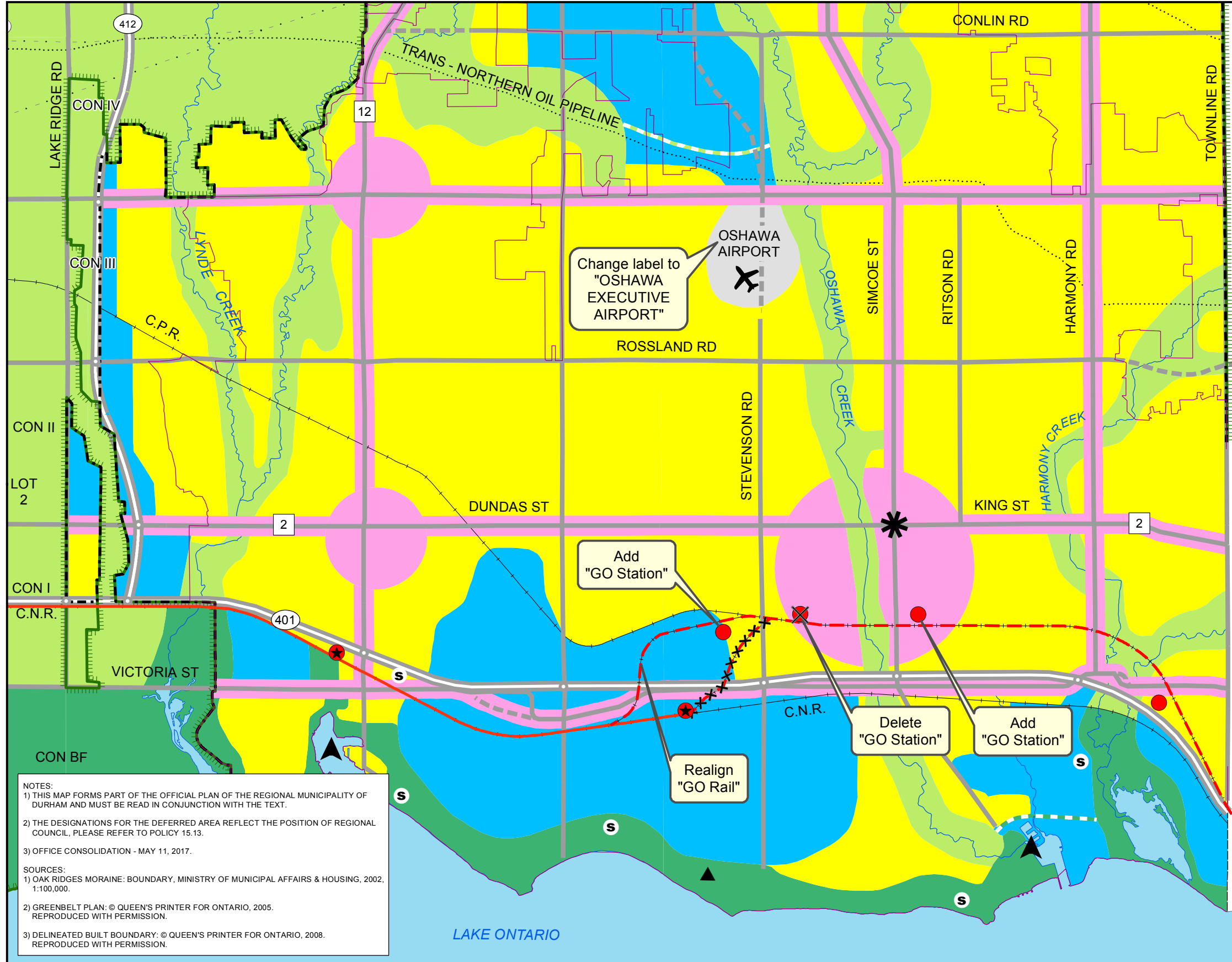
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2) OFFICE CONSOLIDATION - MAY 11, 2017.



LEGEND

EXISTING		FUTURE
	AIRPORT	
	ARTERIAL ROAD	
	FREEWAY	
	HARBOUR	
	RAILWAY	
	URBAN AREA	
	LANDS APPEALED TO OMB, REFER TO POLICY 14.13.7.	
	SPECIFIC POLICY AREA	

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2) OFFICE CONSOLIDATION - MAY 11, 2017.



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 2) THE DESIGNATIONS FOR THE DEFERRED AREA REFLECT THE POSITION OF REGIONAL COUNCIL, PLEASE REFER TO POLICY 15.13.
 3) OFFICE CONSOLIDATION - MAY 11, 2017.
SOURCES:
 1) OAK RIDGES MORAINE: BOUNDARY, MINISTRY OF MUNICIPAL AFFAIRS & HOUSING, 2002, 1:100,000.
 2) GREENBELT PLAN: © QUEEN'S PRINTER FOR ONTARIO, 2005. REPRODUCED WITH PERMISSION.
 3) DELINEATED BUILT BOUNDARY: © QUEEN'S PRINTER FOR ONTARIO, 2008. REPRODUCED WITH PERMISSION.

LEGEND

URBAN SYSTEM

- URBAN AREA BOUNDARY
- * URBAN GROWTH CENTRE
- Living Areas
- Areas developable on full/partial municipal services
- Areas developable on private wells & municipal sewer systems
- Municipal Service
- Regional Centre
- Regional Corridor
- Employment Areas
- Areas developable on municipal water systems & private waste disposal systems
- Areas developable on private wells & private waste disposal systems
- Built Boundary

RURAL SYSTEM

- Prime Agricultural Areas

RURAL SETTLEMENTS:

- Hamlet
- Rural Employment Area (see table E3 for description)
- Regional Node (see section 9C for description)
- Aggregate Resource Extraction Area (see table E1 for description)
- Country Residential Subdivision (see table E2 for description)
- Shoreline Residential

GREENLANDS SYSTEM

- Major Open Space Areas
- Waterfront Areas
- Oak Ridges Moraine Boundary
- Tourist Activity/Recreational Node
- Open Space Linkage
- Oak Ridges Moraine Areas
- Greenbelt Boundary
- Waterfront Place
- Waterfront Links

TRANSPORTATION SYSTEM

SEE SCHEDULE C FOR DESIGNATIONS
 THE FOLLOWING IS SHOWN SELECTIVELY, FOR EASE OF INTERPRETATION OF OTHER DESIGNATIONS ONLY.

EXISTING		FUTURE
Arterial Road		
Freeway		
Interchange		
GO RAIL		
GO STATION		

SPECIAL AREAS

- Special Study Area
- Deferred by Minister of Municipal Affairs
- Refer to Policy 7.3.11p
- Specific Policy Area
- Appealed to O.M.B.
- Lands Appealed to OMB, Refer to Policy 14.13.7

Proposed Modification to Resolve Deferral 7 Durham Regional Official Plan

Purpose:

The purpose of this Modification is to resolve Deferral 7, which pertains to the designation of Dixie Road as an existing Type B Arterial from Third Concession Road to Kingston Road in the City of Pickering. The modification resolves Deferral 7 by designating this section of Dixie Road as an existing Type C Arterial.

Basis:

The designation of Dixie Road as a Type B Arterial was deferred by the Minister of Municipal Affairs and Housing when the Regional Official Plan was approved by the province in 1993. The deferral stems from an objection made by the Liverpool West Community Association to the proposed designation of Dixie Road in the Regional Official Plan.

The Transportation Master Plan update was endorsed by Regional Council in December 2017. The Transportation Master Plan recommends that Dixie Road be designated as an existing Type C Arterial. This designation is consistent with the City of Pickering's requested designation for Dixie Road (reflected by Deferrals 11, 12 and 44 in the Pickering Official Plan), and the request made by the Liverpool West Community Association to downgrade the intended function of this road in the Region's transportation network.

Actual Modification:

The Durham Regional Official Plan is hereby modified by amending Schedule 'C', Map 'C2' – Road Network, as indicated on Exhibit 1 attached to this Modification.

Implementation:

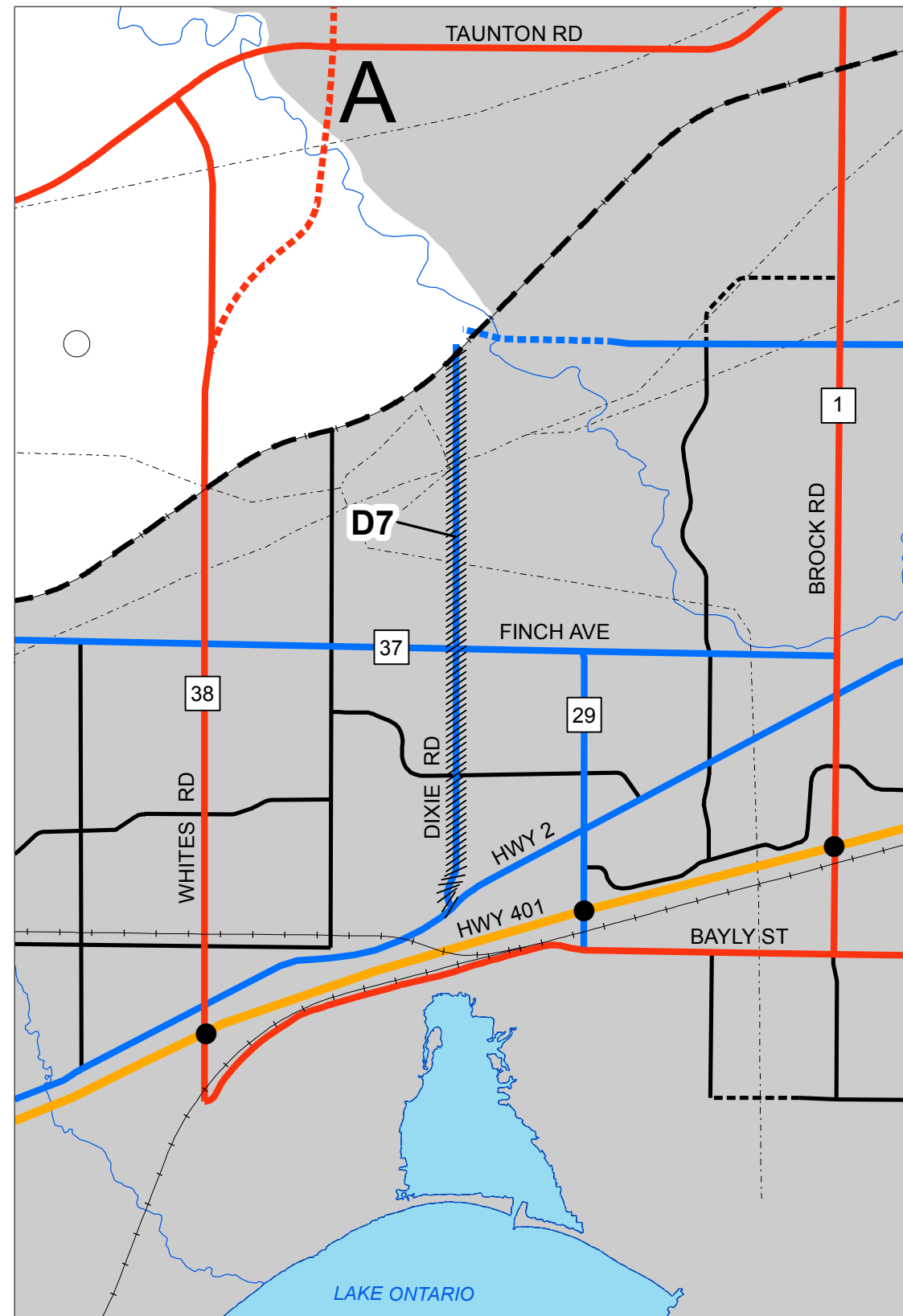
The provisions set forth in the Durham Regional Official Plan, as amended, regarding the implementation of the Plan shall apply to this Modification.

Interpretation:

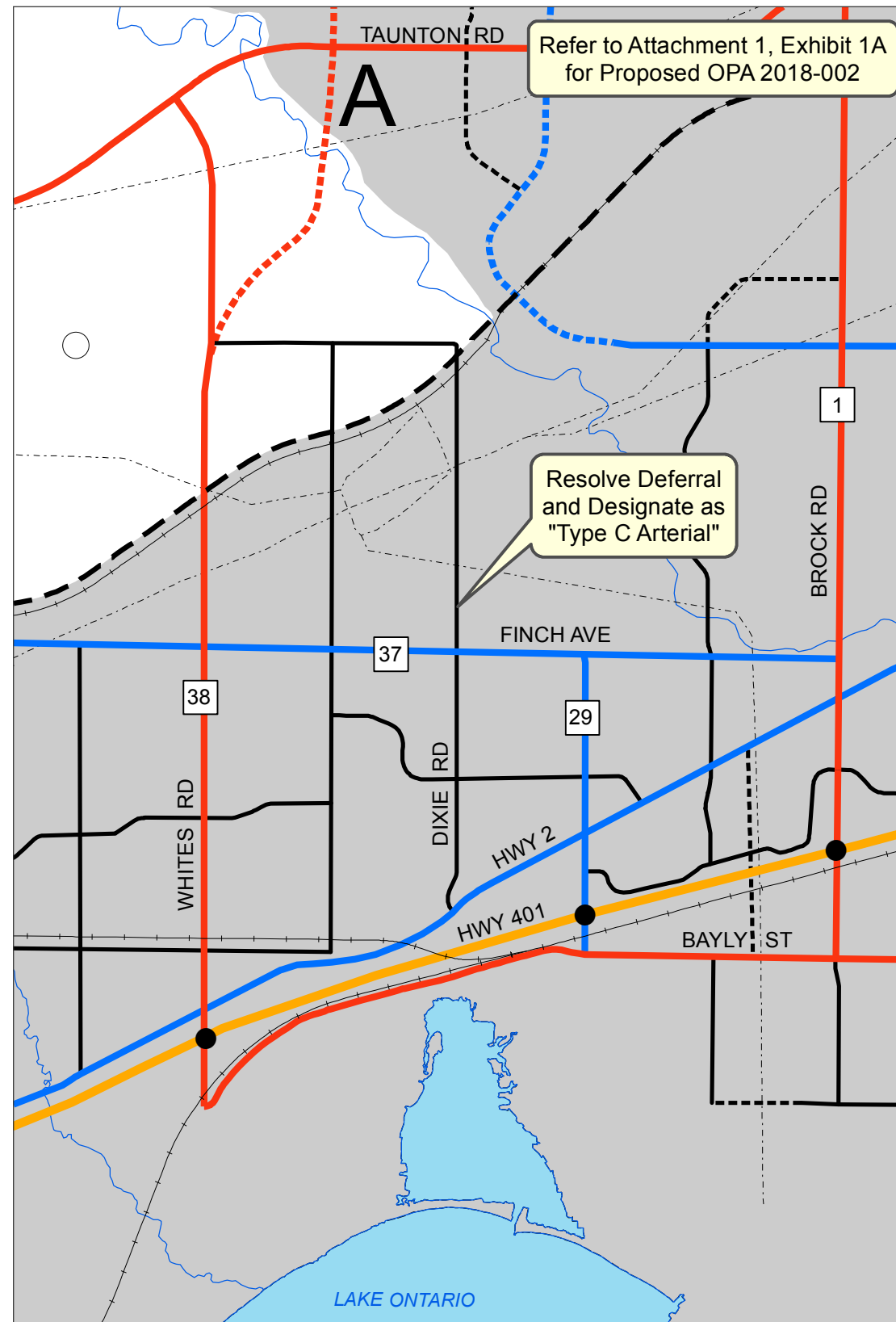
The provisions set forth in the Durham Regional Official Plan, as amended, regarding the interpretation of the Plan shall apply to this Modification.



From:



To:



LEGEND

EXISTING		FUTURE
	FREEWAY	
	TYPE A ARTERIAL	
	TYPE B ARTERIAL	
	TYPE C ARTERIAL	
	INTERCHANGES	
	EXISTING INTERCHANGES TO BE REMOVED	
	RAILWAY	
	HAMLET	
	DEFERRED BY THE MINISTER OF MUNICIPAL AFFAIRS	
	URBAN AREA	
	LANDS APPEALED TO OMB, REFER TO POLICY 14.13.7.	
	SPECIFIC POLICY AREA	



NOTES:
1) THIS MAP FORMS PART OF THE OFFICIAL PLAN OF THE REGIONAL MUNICIPALITY OF DURHAM AND MUST BE READ IN CONJUNCTION WITH THE TEXT.
2) THE DESIGNATIONS FOR THE DEFERRED AREA REFLECT THE POSITION OF REGIONAL COUNCIL, PLEASE REFER TO POLICY 15.13.
3) OFFICE CONSOLIDATION - MAY 11, 2017.

**Details of Proposed Changes to Schedule 'C', Maps 'C1' and 'C2' – Road Network
Regional Official Plan Amendment Application 2018-002**

**Table 1
Proposed Changes in Exhibit 1A – Pickering/Ajax on Map 'C2' – Road Network**

Item	Road Name	Limits	Change	Basis
1.	Achilles Road extension	Audley Road to Lake Ridge Road	Add Type C Arterial	Recommended through the Town of Ajax Transportation Master Plan (2013) to provide an additional east-west connection, and provide relief to the Highway 401/Salem Road interchange, particularly for goods movement.
2.	Altona Road	Within Specific Policy Area A (Central Pickering Development Plan area)	Add Type B Arterial	Include Type B Arterial and Type C Arterial designations in Specific Policy Area A in Schedule 'C', Map 'C2' – Road Network, consistent with the Seaton Conformity Amendment (City of Pickering Official Plan Amendment 22) and the Central Pickering Development Plan.
3.	Church Street/ Sideline 14	Seventh Concession Road to Taunton Road	Delete Type B Arterial	Recommended through the Town of Ajax Transportation Master Plan (2013) and supported by the Toronto and Region Conservation Authority to enable comprehensive planning for the Greenwood Conservation Lands.

Item	Road Name	Limits	Change	Basis
4.	Fairport Road	Within Specific Policy Area A (Central Pickering Development Plan area)	Add Type C Arterial	Include Type B Arterial and Type C Arterial designations in Specific Policy Area A in Schedule 'C', Map 'C2' – Road Network, consistent with the Seaton Conformity Amendment (Pickering OPA 22) and the Central Pickering Development Plan.
5.	Future North-South Arterial in Downtown Pickering	Kingston Road to Bayly Street	Add Type C Arterial	Recommended by Pickering OPA 26 (Downtown Pickering Intensification Study), and provides an additional crossing of Highway 401 to help relieve congestion on parallel arterials (e.g. Brock Road to the east and Liverpool Road to the west) and provide for active transportation.
6.	Highway 407/Sideline 14 Future Interchange		Delete Future Interchange symbol	This interchange was part of the 1990s technically recommended route for Highway 407, but was not included as part of the Highway 407 East Environmental Assessment study (2009). Its deletion was missed in Amendment #128 (the Region's Growth Plan Conformity Amendment) when the mapping for Highways 407, 412 and 418 was updated in the ROP.
7.	North Road/East-West Residential Arterial (proposed Nathaniel Hastings Drive)	Highway 7 to Rossland Road Extension (proposed Peter Matthews Drive)	Add Type C Arterial	Include Type B Arterial and Type C Arterial designations in Specific Policy Area A in Schedule 'C', Map 'C2' – Road Network, consistent with the Seaton Conformity Amendment (Pickering OPA 22) and the and the Central Pickering Development Plan.

Item	Road Name	Limits	Change	Basis
8.	Rossland Road Extension (proposed Peter Matthews Drive)	Highway 7 to west of Valley Farm Road	Add Type B Arterial	Include Type B Arterial and Type C Arterial designations in Specific Policy Area A in Schedule 'C', Map 'C2' – Road Network, consistent with the Seaton Conformity Amendment (Pickering OPA 22) and the and the Central Pickering Development Plan.
9.	Rossland Road/Third Concession Road Connection	Dixie Road to west of Valley Farm Road	Delete Type B Arterial	Include Type B Arterial and Type C Arterial designations in Specific Policy Area A in Schedule 'C', Map 'C2' – Road Network, consistent with the Seaton Conformity Amendment (Pickering OPA 22) and the and the Central Pickering Development Plan.
10.	Sideline 24 (proposed Burkholder Drive)	Highway 7 to Rossland Road Extension (proposed Peter Matthews Drive)	Add Type C Arterial	Include Type B Arterial and Type C Arterial designations in Specific Policy Area A in Schedule 'C', Map 'C2' – Road Network, consistent with the Seaton Conformity Amendment (Pickering OPA 22) and the and the Central Pickering Development Plan.
11.	Third Concession Road	Whites Road to Dixie Road	Add Type C Arterial	Include Type B Arterial and Type C Arterial designations in Specific Policy Area A in Schedule 'C', Map 'C2' – Road Network, consistent with the Seaton Conformity Amendment (Pickering OPA 22) and the Central Pickering Development Plan.

Table 2**Proposed Changes in Exhibit 1B – Whitby/Oshawa on Map ‘C2’ – Road Network**

Item	Road Name	Limits	Change	Basis
12.	Ashburn Road	Mid-block Type B Arterial to Baldwin Street	Delete Type B Arterial	The TMP identified that this connection was not required from a capacity perspective, consistent with the recommended network in the Whitby TMP (2010) and given the proposed road network in the Brooklin Secondary Plan area. Constructability of link across environmentally sensitive lands and the hydro corridor would be very difficult to achieve.
13.	Baldwin Street	Highway 7/Winchester Road to north of Sonley Drive/Sleepy Hollow Place	Re-designate from Type C Arterial to Type B Arterial	Upgrade to Type B Arterial designation, given the function of the roadway with connection to Highway 407, and corresponding deletion of the continuous Ashburn Road/Baldwin Street Type B Arterial road designation.
14.	Bonacord Avenue extension	Lake Ridge Road to Des Newman Boulevard	Add Type C Arterial	Recommended by the West Whitby Secondary Plan (Whitby OPA 91) to protect for an alternative crossing of Highway 412. Allows for the resolution of Deferral 1 in the Whitby Official Plan, following approval of this amendment.
15.	Britannia Avenue extension	Harmony Road to Townline Road	Add Type C Arterial	Recommended by the Kedron Part II Plan (Oshawa OPA 167).

Item	Road Name	Limits	Change	Basis
16.	Burns Street extension	West of Michael Boulevard to Dundas Street	Realign Type C Arterial, and delete future extension to Lake Ridge Road	Recommended by the West Whitby Secondary Plan (Whitby OPA 91), replacing the previous extension of Burns Street to Lake Ridge Road across the Highway 401/412 interchange. Allows for the resolution of Deferral 2 in the Whitby Official Plan, following approval of this amendment.
17.	Carnwith Drive extension	Coronation Road to Ashburn Road	Add Type C Arterial	Recommended by the Brooklin Secondary Plan (Whitby OPA 108) and Whitby TMP (2010).
18.	Cochrane Street	Brawley Road to Columbus Road	Add Type C Arterial	Recommended by the Brooklin Secondary Plan (Whitby OPA 108).
19.	Cochrane Street	Columbus Road to Highway 7	Add Type B Arterial	Recommended by the Brooklin Secondary Plan (Whitby OPA 108).
20.	Cochrane Street/ Midblock Type B Arterial	Highway 7 to Garrard Road	Add Type B Arterial	Recommended by the Brooklin Secondary Plan (Whitby OPA 108).
21.	Garrard Road	Mid-block Type B Arterial to Conlin Road	Re-designate from Type C Arterial to Type B Arterial	Recommended by the Brooklin Secondary Plan (Whitby OPA 108).

Item	Road Name	Limits	Change	Basis
22.	Garrard Road	Winchester Road/Cachet Boulevard to south of Highway 407	Realign Type C Arterial	Recommended by the Brooklin Secondary Plan (Whitby OPA 108). Eliminates jog in Type C Arterial at Winchester Road for Garrard Road and Cachet Boulevard, as designated in ROP.
23.	Conlin Road/ Lyndebrook Road connection	Extension from Lake Ridge Road to Anderson Street	Delete as Type B Arterial	The TMP identified that this connection was not required from a capacity perspective, consistent with the recommended network in the Whitby TMP (2010) and given the proposed road network in the Brooklin Secondary Plan area. Constructability of link across Heber Down Conservation Area would have significant environmental impacts. East-west capacity deficiencies between Whitby and Ajax/Pickering can be accommodated through widening of other roads (Highway 407, Highway 7, Taunton Road) and increased transit services proposed in this amendment for the Priority Transit Network.
24.	Conlin Road	Anderson Street to Garrard Road	Re-designate from Type B Arterial to Type C Arterial	Recommended by the Brooklin Secondary Plan (Whitby OPA 108).

Item	Road Name	Limits	Change	Basis
25.	Consumers Drive (proposed Stellar Drive) extension	Thornton Road to Stevenson Road, via Laval Drive	Add Type C Arterial	The TMP recommended protecting for this corridor, given the future Thornton's Corners GO Station, development proposed in the surrounding area and limitations in widening Champlain Avenue to the south. A feasibility study is also recommended by the TMP for this corridor to further investigate potential transportation benefits and costs/constraints (e.g. crossing the existing CPR north-south spur line).
26.	Coronation Road/Des Newman Boulevard	Columbus Road to Taunton Road	Add Type B Arterial	Recommended by Whitby TMP (2010) and West Whitby Class Environmental Assessment Study. The northerly extension of Des Newman Boulevard north of Taunton Road as Type B Arterial, connecting to existing Coronation Road northerly to Columbus Road, maintains a good arterial grid in northwest Whitby. This corridor will connect nearby Brooklin and West Whitby, with a grade separation over Highway 407.
27.	Future East-West Type C Arterial	East of Thornton Road to Stevenson Road	Add Type C Arterial	Recommended by the Northwood Employment Area amendment (Oshawa OPA 159). With the proposed deletion of the Stevenson Road realignment, this road needs to be extended further east to Stevenson Road to be consistent with the Oshawa Official Plan.
28.	Future East-West Type C Arterial	Ritson Road to Grandview Street	Add Type B Arterial	Recommended by the Kedron Part II Plan (Oshawa OPA 167).

Item	Road Name	Limits	Change	Basis
29.	Garden Street extension	North of Robert Attersley Drive to East-West Type B Arterial	Realign Type C Arterial	Recommended by the Brooklin Secondary Plan (Whitby OPA 108).
30.	Highway 401/Colonel Sam Drive Interchange and North-South Type C Arterial	Bloor Street to Colonel Sam Drive	Delete Future Interchange symbol and Type C Arterial	The TMP recommended deleting this future interchange and associated access road (i.e. Type C Arterial). Given the planned reconfiguration of the adjacent Harmony Road interchange to the west by MTO, planned interchange at Prestonvale Road to the east, along with physical and environmental constraints in the area, this interchange cannot be justified from a long-term transportation planning perspective.
31.	Highway 401/Ritson Road Interchange		Replace Existing Interchange to be Removed symbol with Interchange Symbol	The Highway 401 (Brock Road to Courtice Road) Class EA and Preliminary Design Study (2014) recommended the reconfiguration of the Ritson Road interchange with new ramps, replacing the existing ramps at Drew Street and at Bloor Street. Accordingly, the interchange will be upgraded, rather than removed, and will supplement planned reconstruction of the Simcoe Street interchange.

Item	Road Name	Limits	Change	Basis
32.	North-South Type C Arterial west of Simcoe Street	East-west Type C Arterial to Winchester Road	Delete Type C Arterial	The City of Oshawa, through its Growth Plan Conformity amendment (OPA 179) recommended deletion of the portion of this planned road crossing Highway 407. The TMP determined that the ability to construct this road over Highway 407 is constrained, given close proximity of Winchester Road to Highway 407 and environmental constraints to the north in the Columbus Part II Plan area. Its deletion from the ROP will allow for part of Deferral 5 to the Oshawa Official Plan be resolved following approval of this amendment.
33.	Stevenson Road realignment	South of Conlin Road to Taunton Road	Delete Type B Arterial	Recommended by the Northwood Employment Area amendment (Oshawa OPA 159).
34.	Stevenson Road	Conlin Road to Taunton Road	Add Type C Arterial	Recommended by the Northwood Employment Area amendment (Oshawa OPA 159).
35.	Stevenson Road and extension	Taunton Road to Rossland Road	Re-designate from Type B Arterial to Type C Arterial	Without the planned realignment of Stevenson Road to connect to Thornton Road through the Oshawa Executive Airport lands and Northwood Employment Area, the TMP recommended that the Type C Arterial designation is more appropriate for this section of existing Stevenson Road.

Item	Road Name	Limits	Change	Basis
36.	Thornton Road	South of Conlin Road to Taunton Road	Add Type B Arterial	Recommended by the Northwood Employment Area amendment (Oshawa OPA 159).
37.	Thornton Road	Taunton Road to Rossland Road	Re-designate from Type C Arterial to Type B Arterial	The TMP recommended upgrading this section to a Type B Arterial designation, with the proposed elimination of Stevenson Road realignment. The re-designation allows for a Type B Arterial connection between Highways 401 and 407 via Stevenson Road, Rossland Road and Thornton Road.
38.	Twin Streams Road extension	Lake Ridge Road to Des Newman Boulevard	Add Type C Arterial	Recommended by the West Whitby Secondary Plan (Whitby OPA 91) to protect for an alternative crossing of Highway 412. Allows for the resolution of Deferral 1 in the Whitby Official Plan, following approval of this amendment.

Table 3**Proposed Changes in Exhibits 1B and 1C – Clarington on Maps ‘C1’ and ‘C2’ – Road Network**

Item	Road Name	Limits	Change	Basis
39.	Arthur Street/ Concession Road 3	North Street realignment to King Avenue (Regional Highway 2)	Add Type C Arterial	This road is designated as a Type C Arterial in the Clarington Official Plan, but it was not included in the ROP. Realignment of North Street recommended by the Clarington Official Plan Review amendment (Clarington OPA 107).
40.	Baseline Road	Prestonvale Road to Courtice Road	Add Type C Arterial	Recommended by the Clarington Official Plan Review amendment (Clarington OPA 107), from Prestonvale Road to Trulls Road. Portion between Trulls Road and Courtice Road was already in the Clarington Official Plan but not included in the ROP. Allows for the resolution of a portion of Deferral 1 in the Clarington Official Plan, following approval of this amendment.
41.	Baseline Road	Courtice Road to Holt Road	Add Type C Arterial	This road is designated as a Type C Arterial in the Clarington Official Plan, but it was not included in the ROP.
42.	Bennett Road	Regional Highway 2 to East Beach Road	Add Type C Arterial	This road is designated as a Type C Arterial in the Clarington Official Plan, but it was not included in the ROP.

Item	Road Name	Limits	Change	Basis
43.	Bloor Street	Holt Road to Maple Grove Road, and portion of Maple Grove Road from Bloor Street to Regional Highway 2	Add Type C Arterial	Recommended by the Clarington Official Plan Review amendment (Clarington OPA 107) as a Type C Arterial due to intended function of this road. Allows for the resolution of a portion of Deferral 2 in the Clarington Official Plan, following approval of this amendment.
44.	Concession Street	Scugog Street to Liberty Street	Add Type C Arterial	This road is designated as a Type C Arterial in the Clarington Official Plan, but it was not included in the ROP.
45.	Concession Street	Lambs Road to Providence Road	Re-designate from Type C Arterial to Type B Arterial	Recommended by the Clarington Official Plan Review amendment (Clarington OPA 107). Allows for the resolution of a portion of Deferral 1 in the Clarington Official Plan, following approval of this amendment.
46.	Concession Street/Concession Road 3	Providence Road to Highway 35/115	Add Type B Arterial	Recommended by the Clarington Official Plan Review amendment (Clarington OPA 107). Allows for the resolution of a portion of Deferral 1 in the Clarington Official Plan, following approval of this amendment.
47.	East Beach Road (new alignment)	Port Darlington Road to Bennett Road	Add Type C Arterial	This road is designated as a Type C Arterial in the Clarington Official Plan, but it was not included in the ROP. Alignment updated through the Clarington Official Plan Review Amendment (Clarington OPA 107).

Item	Road Name	Limits	Change	Basis
48.	Energy Drive, Courtice Road, and Waverley Road	Energy Drive (Courtice Road to Waverley Road); Courtice Road (Highway 401 to Energy Drive); Waverley Road (Highway 401 to Energy Drive)	Re-designate from Type B to Type C Arterial	This road is designated as a Type C Arterial in the Clarington Official Plan. ROPA #114 (the Region's Official Plan Review amendment) added the designation of South Service Road as a Type B Arterial. The TMP recommended that the role and function of this road be more appropriately designated as a Type C Arterial. The road is also realigned to show sections of existing and future Energy Drive. Allows for the resolution of Deferral 1 in the Clarington Official Plan, following approval of this amendment.
49.	Future East-West Type C Arterial	Courtice Road to Hancock Road	Add Type C Arterial	This road is designated as a Type C Arterial in the Clarington Official Plan, but it was not included in the ROP. Allows for the resolution of a portion of Deferral 1 in the Clarington Official Plan, following approval of this amendment.
50.	Hancock Road	Regional Highway 2 to Bloor Street	Add Type C Arterial	Recommended by the Clarington Official Plan Review amendment (Clarington OPA 107). Allows for the resolution of a portion of Deferral 1 in the Clarington Official Plan, following approval of this amendment.

Item	Road Name	Limits	Change	Basis
51.	Holt Road	Longworth Avenue extension to Regional Highway 2	Add Type B Arterial	Recommended by the Clarington Official Plan Review amendment (Clarington OPA 107) and Clarington TMP (2016). Allows for the resolution of a portion of Deferral 2 in the Clarington Official Plan, following approval of this amendment.
52.	Holt Road	Highway 401 to Energy Drive	Add Type C Arterial	This road is designated as a Type C Arterial in the Clarington Official Plan, but it was not included in the ROP.
53.	Lake Road	Liberty Street to Port Darlington Road	Add Type C Arterial	This road is designated as a Type C Arterial in the Clarington Official Plan, but it was not included in the ROP.
54.	Lambs Road extension	Highway 401 to East Beach Road	Add Type C Arterial	This road is designated as a Type C Arterial in the Clarington Official Plan, but it was not included in the ROP.
55.	Liberty Street	Highway 407 to Taunton Road	Delete Type B Arterial	Recommended by the Clarington Official Plan Review amendment (Clarington OPA 107). Liberty Street not required as an arterial road connection, as an interchange is no longer planned on Highway 407.

Item	Road Name	Limits	Change	Basis
56.	Longworth Avenue extension	Holt Road to Green Road	Add Type B Arterial	Recommended by the Clarington Official Plan Review amendment (Clarington OPA 107) and Clarington TMP (2016). Allows for the resolution of a portion of Deferral 2 in the Clarington Official Plan, following approval of this amendment. An EA study in progress to determine the preferred alignment.
57.	Nash Road	Townline Road to Trulls Road	Add Type C Arterial	This road is designated as a Type C Arterial in the Clarington Official Plan, but it was not included in the ROP.
58.	Meadowglade Road extension	Courtice Road to Hancock Road	Add Type C Arterial	Recommended by the Clarington Official Plan Review amendment (Clarington OPA 107). Allows for the resolution of a portion of Deferral 1 in the Clarington Official Plan, following approval of this amendment.
59.	Mearns Avenue extension	East-West Type C Arterial to Concession Road 3	Re-align Type C Arterial and delete extension	Recommended by the Clarington Official Plan Review amendment (Clarington OPA 107). Allows for the resolution of a portion of Deferral 1 in the Clarington Official Plan, following approval of this amendment.
60.	North Street/Concession Road 3	Highway 35/115 to north of CPR Belleville crossing	Add and Realign Type B Arterial	Recommended by the Clarington Official Plan Review amendment (Clarington OPA 107). Allows for the resolution of a portion of Deferral 1 in the Clarington Official Plan, following approval of this amendment.

Item	Road Name	Limits	Change	Basis
61.	Prestonvale Road	Regional Highway 2 to Bloor Street	Add Type C Arterial	Recommended by the Clarington Official Plan Review amendment (Clarington OPA 107). Allows for the resolution of a portion of Deferral 1 in the Clarington Official Plan, following approval of this amendment.
62.	Solina Road	Highway 407 to Taunton Road	Delete Type B Arterial	Recommended by the Clarington Official Plan Review amendment (Clarington OPA 107). Liberty Street not required as an arterial road connection, as an interchange is no longer planned on Highway 407.
63.	Solina Road	Nash Road to Regional Highway 2	Add Type B Arterial	This road is designated as a Type C Arterial in the Clarington Official Plan, but it was not included in the ROP.
64.	Townline Road/Future East-West Type B Arterial	Southport Drive (Oshawa) to Prestonvale Road	Realign Type B Arterial	Recommended by the Clarington Official Plan Review amendment (Clarington OPA 107) and Clarington TMP (2016). Provides an updated alignment for the Townline Road connection to Prestonvale Road and its continuous extension as a Type B Arterial corridor to Courtice Road. Prestonvale Road would also have a Type B Arterial designation from the Townline Road/Future East-West Type B Arterial to Highway 401.

Table 4
Proposed Changes in Exhibits 1D – Uxbridge/Scugog on Map ‘C1’ – Road Network

Item	Road Name	Limits	Change	Basis
65.	Davis Drive	York-Durham Line to Concession 7 (Regional Road 1)	Delete Type B Arterial	Recommended through TMP as road would require significant upgrades to a Regional road standard. Road is currently designated as a Type B Arterial because it is continuous with York Region, but Region is best to focus efforts on upgrades to Sandford Road, which is already constructed to a higher standard, than take jurisdiction over Davis Drive. However, the section of Davis Drive between Concession 7 and Lake Ridge Road is still included as a Type B Arterial for network connectivity.
66.	Sandford Road	York-Durham Line to Concession 7 (Regional Road 1)	Add Type B Arterial	Recommended through TMP, as road provides east-west connectivity and reflects its current function.
67.	Scugog Line 2 and extension	Highway 7/12 to Simcoe Street (at Shirley Road)	Add Type B Arterial	Recommended through TMP, and provides a by-pass of Simcoe Street and Highway 7A through Port Perry. Requires reconstruction and extension of road in corridor to fulfill a Type B Arterial function. The TMP also recommends that a feasibility study be undertaken for this corridor to better define capital costs and environmental impacts.

Excerpts of Durham Regional Official Plan Incorporating the Proposed Amendment and Modification

The amended policies and modification proposed to the Regional Official Plan are contained herein, and in Exhibits 1 to 6, for reference purposes only.

List of Active Deferrals to the 1993 Regional Official Plan Approval as of May 11, 2017

(from Page iii)

Reference	Request From	Location	Parts of Plan Affected
D1	Port Darlington Community Association	St. Marys Cement Corporation (Formerly Blue Circle Canada Inc.), Municipality of Clarington	<ul style="list-style-type: none"> • Policy 13.2.2 (Specific Policy Area 'B') • Schedule 'A' – Map 'A5'
D4	Ministry of Municipal Affairs and Housing	East Orono Employment Area, Municipality of Clarington	<ul style="list-style-type: none"> • Schedule 'A' – Map 'A5'

This is a list of outstanding deferrals to the 1993 Regional Official Plan Approval as of May 11, 2017. Policy 13.2.2 which is deferred, hence not yet approved, is indicated with an asterisk (*) followed by a reference to Deferral D1.

Section 11

Transportation System

11.3 Policies

ROAD NETWORK AND DESIGN

11.3.4 In the consideration of *development* applications abutting arterial roads identified on Schedule 'C' – Maps 'C1' and 'C2', Road Network, Regional Council shall require that lands be dedicated for road widenings. The dedication of land shall take into account the following:

- a) the extent of the right-of-way that may be required in accordance with Policy 11.3.3;
- b) road widenings being taken equally on either side of the centre line of existing roads. However, unequal widenings may be required where factors, such as topography, grade separation, channelization or existing *development*, make the taking of equal widenings impractical;
- c) the need to provide acceleration and deceleration lanes, left-turn storage lanes, medians, traffic signals or other traffic control devices, roundabouts, sight triangles at intersections, including intersections of an arterial road and a railway line, railway grade separations and freeway interchanges. The extent of the widening shall be based on the specific characteristics of the intersection and shall be determined in accordance with accepted traffic engineering design criteria; and
- d) the need to provide bicycle lanes and/or bus lanes.

11.3.7 The Region recognizes the importance of the Provincial freeway system, including Highways 401, 404, 407, 412, 418 and 115, in fostering continued economic development and reducing the Transportation System capacity deficiencies at the western limit of the Region. To improve the Provincial freeway and highway network, Regional Council supports the accelerated implementation of:

- a) the extension of Highway 407 to Highway 35/115, including the Highway 418 freeway connection to Highway 401 and planned transitway on Highways 407, 412 and 418;
- b) the expansion of Highway 401, including the construction of new or improved interchanges;
- c) the extension of Highway 404 and the related widening of Highways 12 and 48;

- d) improvements to Highways 7, 7A, 7/12, 35 and 35/115; and
- e) modifications to the alignment of the Highway 7/12 intersection at Thickson Road, subject to further study by the Town of Whitby and Ministry of Transportation, that may be updated without amendment to this Plan.

Although Provincial highways are shown on Schedule 'C' – Maps 'C1' and 'C2', Road Network, these highways are under the jurisdiction of the Ministry of Transportation, which has sole responsibility for such matters as standards, design criteria and widening requirements.

- 11.3.8 The Region of Durham encourages the Ministry of Transportation to construct the Highway 407 interchanges at Westney Road, Salem Road and Thornton Road, Highway 412 interchange at Rossland Road, and complete the Highway 401/Lake Ridge Road interchange, which were approved in the Highway 407 East Environmental Assessment study but deferred from initial construction.
- 11.3.9 The Region of Durham shall formally request and encourage the implementation of environmental design standards for Highways 407, 412 and 418, including the provision of treed and landscaped buffer strips within the right-of-way along each side of the highway and within the interchanges.
- 11.3.10 Regional Council recognizes the importance of providing a north/south freeway connection between Highway 401 and Highway 407 in the City of Toronto and the City of Markham to supplement the grid network of freeways throughout the Greater Toronto and Hamilton Area. Furthermore, Council shall oppose any decision, *development* proposal or other action which seriously compromises the ability to protect and implement such a facility.
- 11.3.13 Regional Council recognizes the need to improve east-west transportation linkages at the west Durham boundary and will continue to explore opportunities with the affected jurisdictions to enhance inter-Regional connections between the Region and the municipalities to the west. Although policies regarding the Rouge National Urban Park preclude additional inter-Regional arterial road connections south of Steeles Avenue, Regional Council will protect for the existing connections. Additionally, Regional Council will protect for the realigned Whitevale Road in Pickering to 14th Avenue in the Region of York and shall work with the affected municipalities to ensure that the proposed road connection is implemented.

TRANSIT PRIORITY NETWORK

- 11.3.17 This Plan supports the planning, design and operation of an integrated and coordinated Transit Priority Network, as designated on Schedule 'C' – Map 'C3', Transit Priority Network. The Transit Priority Network, which provides

inter-regional and inter-municipal service, is comprised of the following elements:

- a) "Rapid Transit Spine" that is planned to provide dedicated transit lanes in most arterial road sections and intersect with local transit services;
- b) "High Frequency Transit Network" that consists of buses in planned High Occupancy Vehicle (HOV) lanes, or buses or in mixed traffic, with transit signal priority at major intersections and other measures to ensure fast and reliable transit service. Planned HOV lanes may be converted to dedicated bus lanes as growth in ridership warrants;
- c) "Other Transit Connection" that facilitates longer-distance trips, providing direct links to Transportation Hubs and Commuter Stations from smaller urban and rural areas;
- d) "Commuter Rail" service that carries passengers at high rates of speed over longer distances and link to Transportation Hubs and Commuter Stations, providing transfer points to other transit services and transportation modes;
- e) "Transportation Hubs" that are major travel destinations and facilitate transfers between different modes of travel or between transit services; and
- f) "Freeway Transit" services that facilitate long distance inter-regional and inter-municipal transit trips within the Highway 407, 412 and 418 right-of-way. The designation of Freeway Transit supports the implementation of frequent bus service, with dedicated commuter parking lots and transit terminals at interchanges, which is planned to evolve to a dedicated transitway facility beside the freeway in the long-term.

11.3.18 In support of existing and future transit services, *development* adjacent to a Transportation Hub, Commuter Station, Rapid Transit Spine and the High Frequency Transit Network designated on Schedule 'C' – Map 'C3', Transit Priority Network, shall provide for:

- a) complementary higher density and mixed uses at an appropriate scale and context in accordance with Policy 8A.2.2 for Transportation Hubs and Commuter Stations and Policy 8A.2.9, where a Rapid Transit Spine or the High Frequency Transit Network is within Regional Corridors;
- b) buildings oriented towards the street, to reduce walking distances to transit facilities;

- c) facilities which support non-auto modes including: drop off facilities, bus bays, bus loops, bus shelters, walkways, trails and other pedestrian and cycling facilities; and
- d) limited surface parking and the potential *redevelopment* of existing surface parking.

For the purposes of this Policy, development adjacent to a Transportation Hub or Commuter Station generally means an area within an approximate 500 metre radius of the station, representing about a 10-minute walk. The extent and delineation of the boundaries and land-use designations to implement the intent of this policy shall be detailed in area municipal official plans.

- 11.3.19 Centres and Corridors that correspond to a Rapid Transit Spine, as designated on Schedule 'C' – Map 'C3', Transit Priority Network, should be developed to their fullest potential in accordance with Sub-Section 8A of this Plan.

REGIONAL CYCLING PLAN

- 11.3.24 This Plan supports an urban environment and infrastructure that encourages and supports *active transportation* throughout the Region through policies and practices that ensure safe, direct, comfortable, attractive and convenient connections.

GOODS MOVEMENT

- 11.3.28 The Oshawa Executive Airport shall be developed to its fullest potential until such time as a new airport is established in the City of Pickering. Once the Pickering Airport has been established, the policies of Section 8, as well as the extension of Stevenson Road and Beatrice Street shown on Schedule 'C' – Map 'C2', Road Network, shall apply to this area without amendment to this Plan.

Schedule E – Table 'E7'

Arterial Road Criteria

Classification Criteria

Criteria	Definition
Traffic Service Objective	Roads of higher classification should serve inter-regional and regional traffic movements over relatively longer distances. Lower order classifications should cater to local traffic movements over shorter distances and provide access to abutting property.
Land Service/Access	Direct access from adjoining properties to roads of higher classification should be limited or restricted in recognition of their through traffic function, and for traffic safety and flow reasons. Lower order classifications should provide direct access to abutting lands where required, assuming the entranceway can be positioned in a safe location.
Traffic Volume	Roads of higher classification being the principal routes between traffic generating centres should accommodate higher traffic usage relative to roads of a lower classification, taking into account urban and rural differences.
Flow Characteristics	Roads primarily serving traffic movement should have traffic control and design characteristics that permit uninterrupted flow. On lower classification roads, drivers should expect interrupted flow due to the frequency of accesses and intersections, and the presence of more traffic control devices, parked vehicles and pedestrian crossings.
Travel Speed	The road cross-section and the roadside environment generally determine the operating speeds on a roadway. Roads of higher classification with emphasis on long distance travel should be designed to accommodate higher operating speeds than roads of lower classification.
Goods Movement	Long distance commercial vehicle operation should occur on roads of higher classification and be discouraged on local roads.
Connectivity	Roads should connect to other roads with the same or similar functions, and to roads that are directly above or below them in the hierarchy.

Schedule E – Table 'E7' – cont'd

Arterial Road Criteria

Classification Criteria

Criteria	Definition
Transit	Roads of higher classification should be the focus of more frequent and higher-order transit service, including express bus operations. Lower classes of road should accommodate bus operations of a more local nature.
Cycling and Pedestrian Provisions	On roads of higher classification, cycling and pedestrian activity should be restricted or provided for in separate facilities. On lower classes of roads, cycling and pedestrian activity should be encouraged, but would not require dedicated facilities.
Parking	Parking should be prohibited or restricted on roads of higher classification to provide for clearway conditions, while curbside parking may be accommodated on lower road classes.
Minimum Intersection Spacing	Roads of higher classification should have limited, appropriately spaced side road connections and a minimum of lower class road intersections. They may be grade separated or controlled at grade by well co-ordinated traffic control signals. More frequent intersection spacing is acceptable on lower classes of road. These intersections may be controlled at grade using regulatory signs and other traffic control mechanisms, including traffic calming measures.
Right-of-way width	The cross-section of roads can range from divided, multi-lane facilities for higher classifications, through to two-lane undivided facilities for lower classes of road. This criterion is related to route capacity as well as maneuverability of heavy vehicles. The ultimate cross-section for a road generally evolves over time as traffic volumes increase. As such, right-of-ways should be of sufficient width to accommodate the ultimate cross-section.

Schedule E – Table 'E7' – cont'd

Arterial Road Criteria

Classification Criteria

Criteria	Definition
Continuity	Roads of higher classification have longer continuous road sections, serve inter-municipal or inter-regional traffic and are characterized by higher volumes of through traffic. On the other hand, lower order roads have shorter, discontinuous road sections, serving shorter local trips and playing a key role in providing access to adjacent properties.
Cross-Section Features	Roads of higher classification tend to be higher capacity routes with relatively higher operating speeds and traffic volumes, with enhanced features such as acceleration/deceleration lanes, climbing and passing lanes, and intersection turn bays to improve traffic flow. Lower classes tend to have lower capacities with lower operating speeds and traffic volumes.
Vehicle Priority	Roads of higher classification are likely to provide priority capacity for particular modes/uses by way of bus lanes, truck lanes or transit lanes. Lower road classes generally provide for mixed traffic.
Network Spacing	The spacing of roads in the hierarchy normally relates to the density of activity occurring in the area. Roads of higher classification will be spaced more widely apart than the lower road classes, which provide for a completed grid to enable efficient traffic circulation.

Criteria	Arterial Classes		
	Type A Arterial	Type B Arterial	Type C Arterial
Traffic Service Objective	Traffic movement primary consideration Predominantly serves inter-regional and inter-municipal trips	Traffic movement major consideration Predominantly serves inter- and intra-municipal trips	Traffic movement slightly more important than land access Predominantly serves intra-municipal trips

Schedule E – Table 'E7' – cont'd

Arterial Road Criteria

Criteria	Arterial Classes		
	Type A Arterial	Type B Arterial	Type C Arterial
Land Service/Access	Rigid/Progressive access control Permit private access generally located a minimum of 200 metres apart in Urban Areas Permit large scale commercial and industrial developments, mixed use developments and higher density developments with shared or combined access	Incremental/Progressive access control Permit private access generally located a minimum of 80 metres apart in Urban Areas Promote higher densities with shared or combined access	Limited access control Promote higher densities with shared or combined access, or limit to single detached dwelling unit frontage
Typical Daily Traffic Volume	>10,000 AADT	5,000-40,000 AADT	4,000-20,000 AADT
Flow Characteristics	Uninterrupted flow except at traffic control signals	Uninterrupted flow except at traffic control signals	Uninterrupted flow except at traffic control signals and pedestrian crossings
Travel Speed	70 km/h Urban Area, 80 km/h outside Urban Areas	60 km/h Urban Area, 80 km/h outside Urban Areas	50-60 km/h
Goods Movement	Generally no restrictions	Generally no restrictions	Generally no restrictions.

Schedule E – Table 'E7' – cont'd

Arterial Road Criteria

Criteria	Arterial Classes		
	Type A Arterial	Type B Arterial	Type C Arterial
Connectivity	Connects with freeways, arterials and collectors	Connects with freeways, arterials, collectors and minimal local road access	Connects with arterials, collectors and limited local road access
Transit	May serve as Rapid Transit Spines, High Frequency Transit Network and Other Transit Connections	May serve as Rapid Transit Spines, High Frequency Transit Network and Other Transit Connections	May serve as High Frequency Transit Network
Cycling and Pedestrian Provisions	<p>Cycling provisions identified in the Regional Cycling Plan and corridor specific Environmental Assessment studies</p> <p>Sidewalk on both sides with separation from traffic lane preferred for pedestrians; a multi-use path may be provided as alternative to a sidewalk</p>	<p>Cycling provisions identified in Regional Cycling Plan and corridor specific Environmental Assessment studies</p> <p>Sidewalk on both sides for pedestrians; multi-use path may be provided as alternative to a sidewalk</p>	<p>Cycling provisions identified in Regional Cycling Plan and corridor specific Environmental Assessment studies</p> <p>Sidewalk on both sides for pedestrians; multi-use path may be provided as alternative to sidewalk</p>
Parking	Prohibited or peak hour restrictions	Prohibited or peak hour restrictions	Not recommended where traffic movement is impacted or it becomes a safety issue

Schedule E – Table 'E7' – cont'd

Arterial Road Criteria

Criteria	Arterial Classes		
	Type A Arterial	Type B Arterial	Type C Arterial
Minimum Intersection Spacing	<p>700 m intersection spacing in north-south direction</p> <p>*300 m/500 m intersection spacing in east-west direction</p> <p>Signalized intersections where required</p>	<p>525 m major intersection spacing in north-south direction</p> <p>*300 m/500 m major intersection spacing in east-west direction</p> <p>Some minor intersections (T-type) mid-block subject to possible future control, if necessary to maintain corridor progression</p> <p>Signalized intersections where required</p>	<p>300 m intersection spacing</p> <p>Some minor intersections with future control provisions, if necessary due to capacity and queuing considerations</p> <p>Signalized intersections where required but not at consecutive intersections</p>
Right-of-Way Width	<p>36-45 m right-of-way**</p> <p>36 m for ultimate 2-4 lane cross section</p> <p>40 m for ultimate 4-lane cross-section with left and right turn lanes at intersections</p> <p>45 m for ultimate 6-lane cross-section, including planned High Occupancy Vehicle (HOV) or bus lanes</p> <p>Maintain width through corridor for alignment of utilities and boulevard features</p>	<p>30-45 m**&*** right-of-way</p> <p>36 m for ultimate 4-lane cross-section</p> <p>45 m for ultimate 6-lane cross-section on a Rapid Transit Spine or on the High Frequency Transit Network in the following sections:</p> <ul style="list-style-type: none"> • Kingston Road (Toronto/Durham boundary to Elizabeth Street) • Kingston Road/Dundas Street (Rotherglen Road to Cochrane Street) 	<p>26-30 m** right-of-way, dependent on transit facilities, on street parking and established development (i.e. downtown)</p> <p>2-4 lane cross-section within the Urban Area</p>

Schedule E – Table 'E7' – cont'd

Arterial Road Criteria

Criteria	Arterial Classes		
	Type A Arterial	Type B Arterial	Type C Arterial
Right-of-Way Width (cont'd)	4-6 lanes within the Urban Area and 2-6 lanes outside the Urban Area	<ul style="list-style-type: none"> • Dundas Street/King Street (Garden Street to Thornton Road) • Regional Highway 2 (Centerfield Drive to Highway 418) • Simcoe Street (Conlin Road to Winchester Road) • Liverpool Road (Kingston Road to Highway 401) • Westney Road (Kingston Road to Bayly Street) <p>40 m for ultimate 6-lane cross-section on a Rapid Transit Spine in the following section:</p> <ul style="list-style-type: none"> • King Street/Regional Highway 2 (Harmony Road to Centerfield Drive) <p>With the exception of the above sections, 4 lanes within the Urban Area and 2-4 lanes outside the Urban Area</p>	

Schedule E – Table 'E7' – cont'd

Arterial Road Criteria

Criteria	Arterial Classes		
	Type A Arterial	Type B Arterial	Type C Arterial
Continuity	Continuous across regional areas or larger municipal areas	Typically continuous across several municipalities	Typically continuous within a single municipality with few spanning two or more; may be shorter and discontinuous sections when serving major traffic generators
Cross Section Features	Enhanced through development of supporting circulation system, roadway widening, raised medians, coordination of traffic signals, consolidation of private accesses, reducing and controlling local residential street intersections, adding auxiliary lanes at intersections, channelized non-traversable medians, improved curb radii, and provision of right turn lanes	Enhanced through development of supporting circulation system, roadway widening, raised medians, coordination of traffic signals, consolidation of private accesses, reducing and controlling local residential street intersections, adding auxiliary lanes at intersections, channelized non-traversable medians, improved curb radii, and provision of right turn lanes	Enhanced through development of supporting circulation system, roadway widening, raised medians, coordination of traffic signals, consolidation of private accesses, reducing and controlling local residential street intersections, adding auxiliary lanes at intersections, channelized non-traversable medians, improved curb radii, and provision of right turn lanes

Schedule E – Table 'E7' – cont'd

Arterial Road Criteria

Criteria	Arterial Classes		
	Type A Arterial	Type B Arterial	Type C Arterial
Vehicle Priority	To be considered as part of strategic goods movement network Consideration may be given for transit priority measures including dedicated transit lanes, queue jump lanes, and priority signals	To be considered for goods movement Consideration may be given for transit priority measures including queue jump lanes, and priority signals	Predominantly passenger and service vehicles, low to moderate truck traffic (except in Centres and Employment Areas)
Network Spacing	Generally 6.5 km between north/south and east/west arterials	Generally 1.6 km between north/south arterials and 2.0 km between east/west arterials	Generally, no less than 0.8 km between north/south and east/west arterials

Exceptions:

* In some cases, spacing for east-west arterials can be reduced to 300 m if signals are "coupled" provided adjacent intersections are a minimum of 500 m away.

** Reduced right-of-way widths will only be considered in locations identified as exceptions in the Area Municipal Official Plans in accordance with Regional Policy.

*** Wider rights-of-way may be required to accommodate intersection improvements and other facilities such as transit, utilities, noise attenuation installation, bikeways and landscaping. For new streets, the immediate provision of wider rights-of-way may be considered to accommodate such facilities.

Unless otherwise identified by another appropriate comprehensive planning process or Official Plan, a corridor study or Environmental Assessment shall be undertaken to identify any exceptions to the right-of-way widths identified in this Table.

Schedule E – Table 'E7' – cont'd

Arterial Road Criteria

Exceptions:

Outside of Centres and Hamlets, the right-of-way widths, speeds and access spacing requirements shall generally apply to the arterial roads shown on Schedule 'C' – Maps 'C1' and 'C2'. However, if the intent of this Plan is adhered to, and following adequate study to the effect that such provisions are impractical and cannot be implemented precisely, the authority having jurisdiction on such roads may deviate from these provisions without the need for an amendment to this Plan. Within Centres and Hamlets, speed and access spacing requirements shall not apply to arterial roads. The right-of-way width requirements shall apply, unless it can be demonstrated, in consultation with the Region, that exceptions to the right-of-way widths are appropriate for specific sections of arterial roads. The exceptions shall be incorporated into the area municipal official plan.

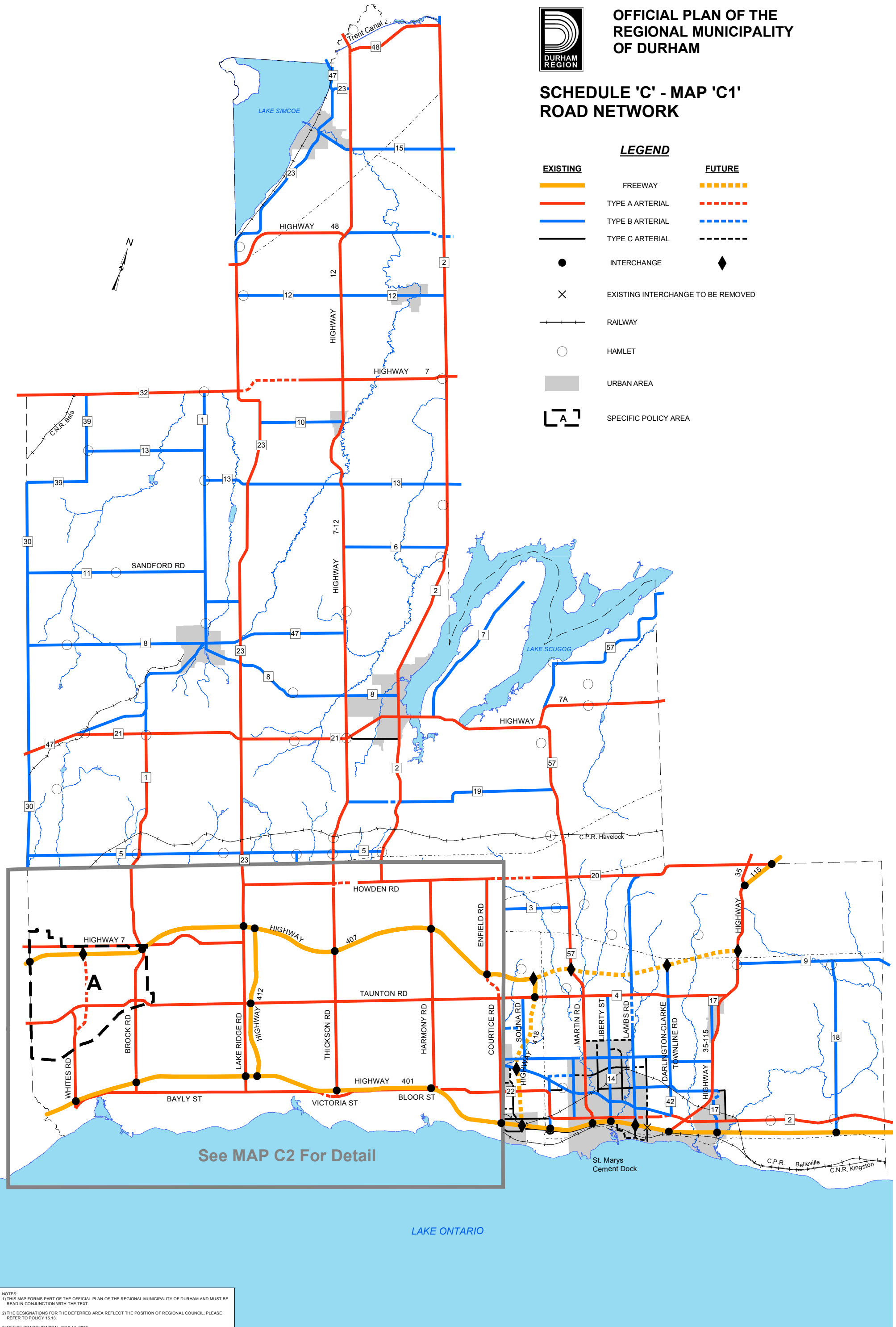


OFFICIAL PLAN OF THE
REGIONAL MUNICIPALITY
OF DURHAM

SCHEDULE 'C' - MAP 'C1'
ROAD NETWORK

LEGEND

EXISTING		FUTURE
	FREEWAY	
	TYPE A ARTERIAL	
	TYPE B ARTERIAL	
	TYPE C ARTERIAL	
	INTERCHANGE	
	EXISTING INTERCHANGE TO BE REMOVED	
	RAILWAY	
	HAMLET	
	URBAN AREA	
	SPECIFIC POLICY AREA	



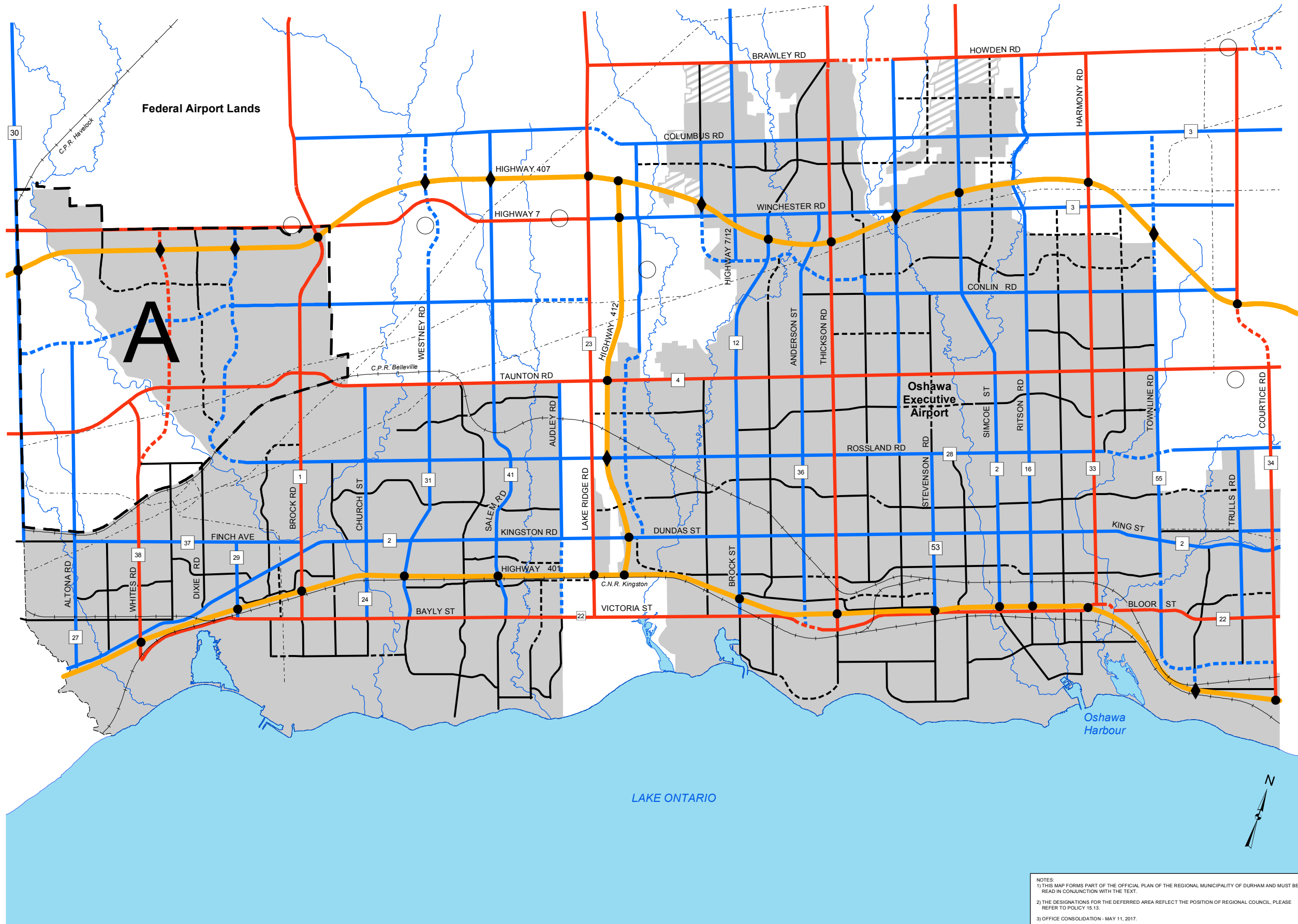
See MAP C2 For Detail

NOTES:
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3) OFFICE CONSOLIDATION - MAY 11, 2017.



OFFICIAL PLAN OF THE
REGIONAL MUNICIPALITY
OF DURHAM

SCHEDULE 'C' - MAP 'C2'
ROAD NETWORK
PICKERING, AJAX, WHITBY,
OSHAWA, COURTCICE



LEGEND

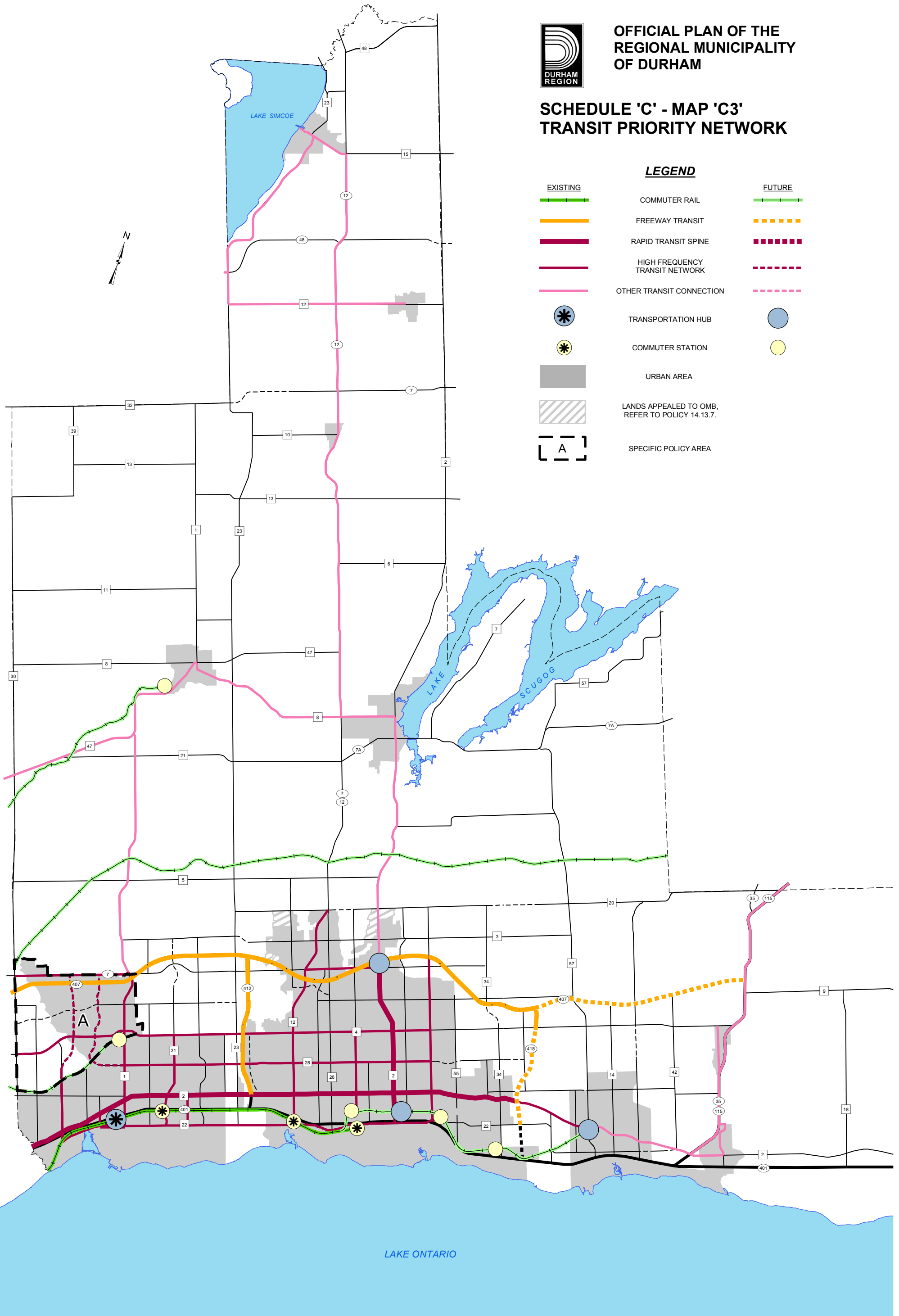
EXISTING		FUTURE
	FREEWAY	
	TYPE A ARTERIAL	
	TYPE B ARTERIAL	
	TYPE C ARTERIAL	
	INTERCHANGE	
	EXISTING INTERCHANGE TO BE REMOVED	
	RAILWAY	
	HAMLET	
	URBAN AREA	
	LANDS APPEALED TO OMB, REFER TO POLICY 14.13.7.	
	SPECIFIC POLICY AREA	

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OFFICIAL PLAN OF THE REGIONAL MUNICIPALITY OF DURHAM

SCHEDULE 'C' - MAP 'C3'
TRANSIT PRIORITY NETWORK



LEGEND

EXISTING		FUTURE
	COMMUTER RAIL	
	FREEWAY TRANSIT	
	RAPID TRANSIT SPINE	
	HIGH FREQUENCY TRANSIT NETWORK	
	OTHER TRANSIT CONNECTION	
	TRANSPORTATION HUB	
	COMMUTER STATION	
	URBAN AREA	
	LANDS APPEALED TO OMB, REFER TO POLICY 14.13.7.	
	SPECIFIC POLICY AREA	



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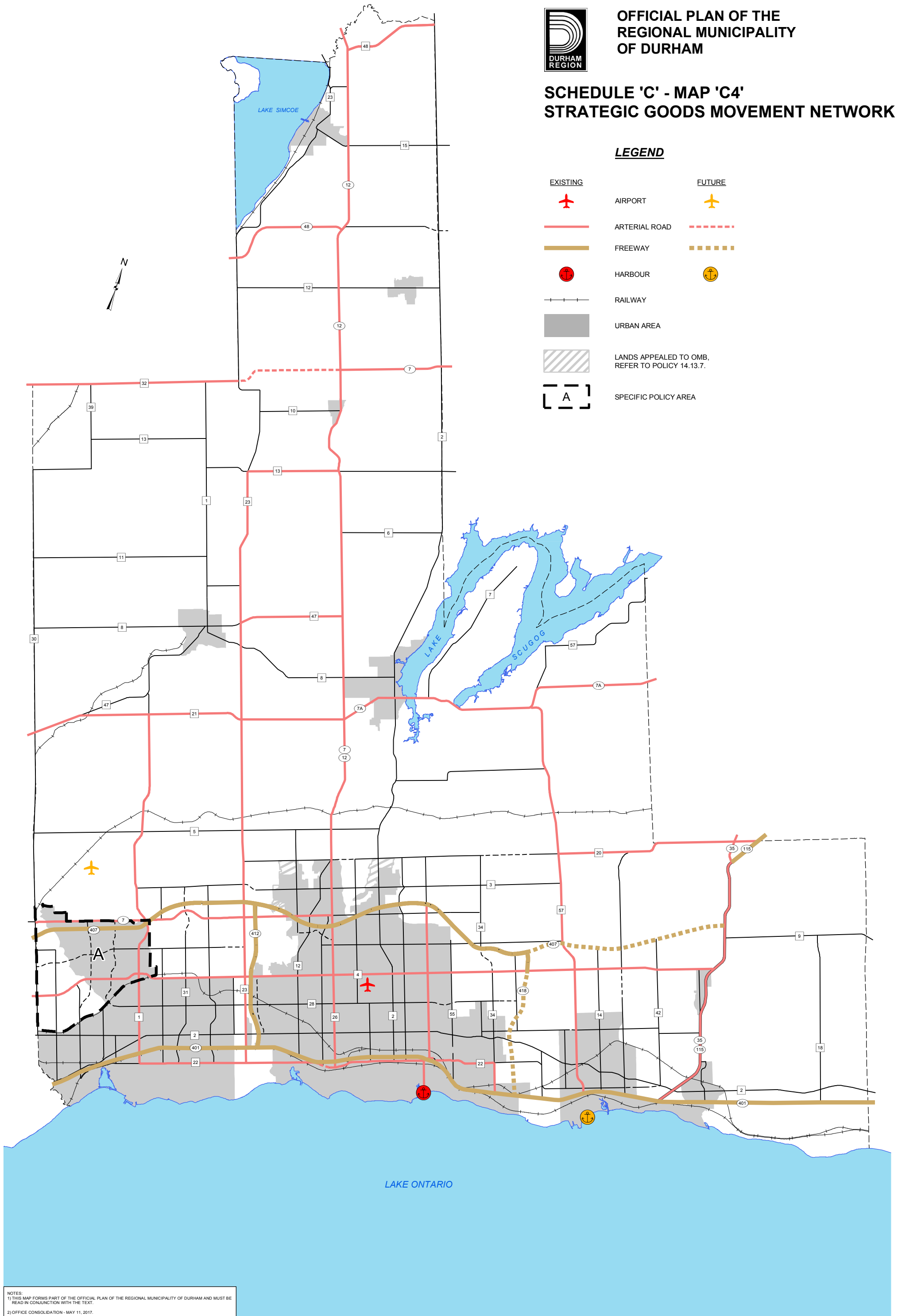


OFFICIAL PLAN OF THE
REGIONAL MUNICIPALITY
OF DURHAM

SCHEDULE 'C' - MAP 'C4'
STRATEGIC GOODS MOVEMENT NETWORK

LEGEND

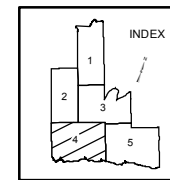
EXISTING		FUTURE
	AIRPORT	
	ARTERIAL ROAD	
	FREEWAY	
	HARBOUR	
	RAILWAY	
	URBAN AREA	
	LANDS APPEALED TO OMB, REFER TO POLICY 14.13.7.	
	SPECIFIC POLICY AREA	



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**OFFICIAL PLAN OF THE
REGIONAL MUNICIPALITY
OF DURHAM**



**SCHEDULE 'A' - MAP 'A4'
REGIONAL STRUCTURE**

LEGEND

URBAN SYSTEM

- URBAN AREA BOUNDARY
- * URBAN GROWTH CENTRE
- Living Areas
- Areas developable on full/partial municipal services
- Areas developable on private wells & municipal sewer systems
- Municipal Service
- Regional Centre
- Regional Corridor
- Employment Areas
- Areas developable on municipal water systems & private waste disposal systems
- Areas developable on private wells & private waste disposal systems
- Built Boundary

RURAL SYSTEM

- Prime Agricultural Areas
- Rural Settlements:
 - Hamlet
 - Rural Employment Area (see table E3 for description)
 - Regional Node (see section 9C for description)
 - Aggregate Resource Extraction Area (see table E1 for description)
 - Country Residential Subdivision (see table E2 for description)
 - Shoreline Residential

GREENLANDS SYSTEM

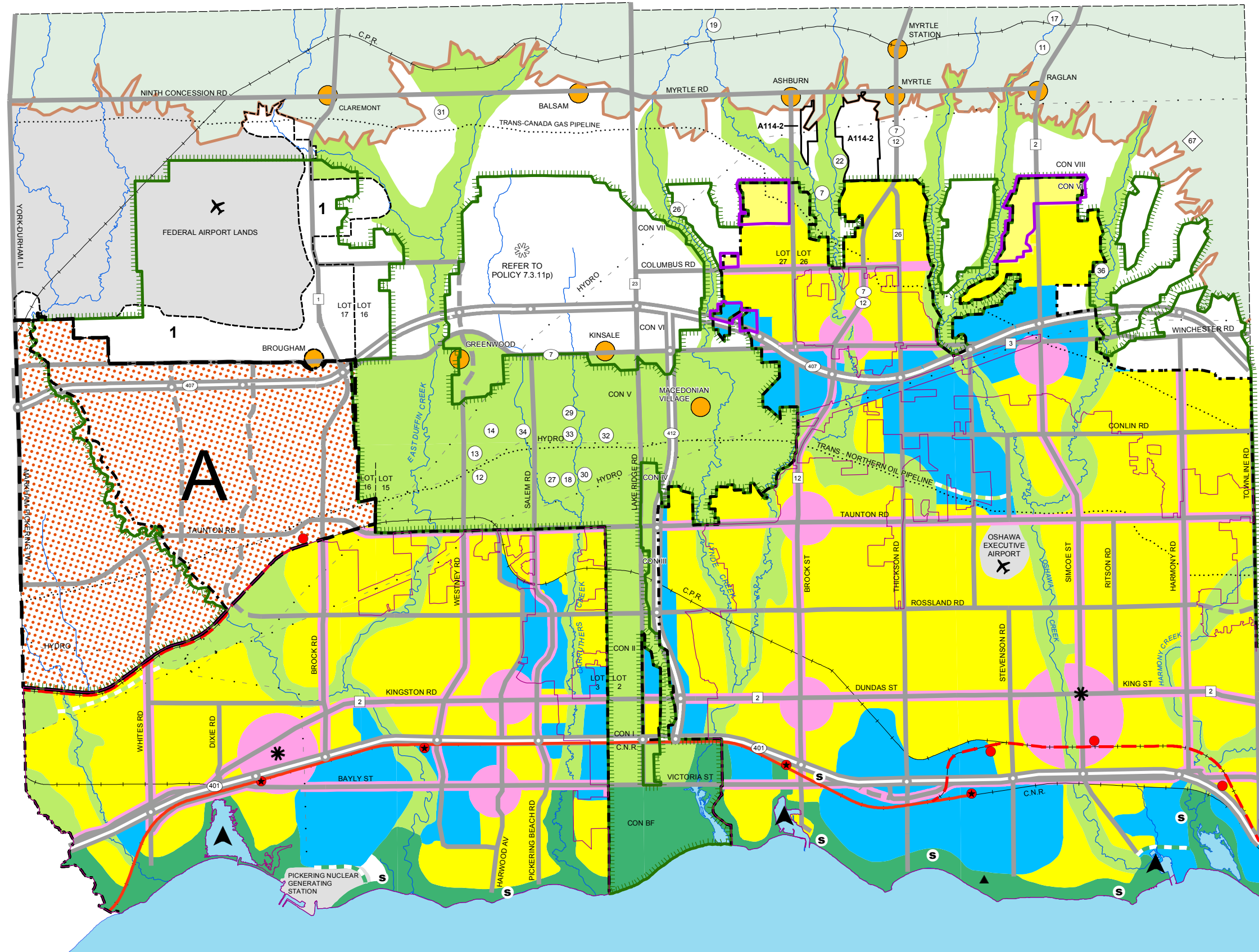
- Major Open Space Areas
- Waterfront Areas
- Oak Ridges Moraine Boundary
- Tourist Activity/Recreational Node
- Open Space Linkage
- Oak Ridges Moraine Areas
- Greenbelt Boundary
- Waterfront Place
- Waterfront Links

TRANSPORTATION SYSTEM

- SEE SCHEDULE C FOR DESIGNATIONS
- THE FOLLOWING IS SHOWN SELECTIVELY, FOR EASE OF INTERPRETATION OF OTHER DESIGNATIONS ONLY.
- | EXISTING | | FUTURE |
|----------|---------------|--------|
| | ARTERIAL ROAD | |
| | FREEWAY | |
| | INTERCHANGE | |
| | GO RAIL | |
| | GO STATION | |

SPECIAL AREAS

- Special Study Area
- Deferred by Minister of Municipal Affairs
- Refer to Policy 7.3.11p
- Specific Policy Area
- Appealed to O.M.B.
- Lands Appealed to O.M.B., Refer to Policy 14.13.7



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SOURCES:
 1) OAK RIDGES MORAIN: BOUNDARY, MINISTRY OF MUNICIPAL AFFAIRS & HOUSING, 2002, 1:100,000.
 2) GREENBELT PLAN: © QUEEN'S PRINTER FOR ONTARIO, 2005. REPRODUCED WITH PERMISSION.
 3) DELINEATED BUILT BOUNDARY: © QUEEN'S PRINTER FOR ONTARIO, 2008. REPRODUCED WITH PERMISSION.

LAKE ONTARIO



SCHEDULE 'A' REGIONAL STRUCTURE

LEGEND

URBAN SYSTEM

- URBAN AREA BOUNDARY
- - - URBAN AREA BOUNDARY DEFERRED
- REGIONAL CENTRE
- * URBAN GROWTH CENTRE
- REGIONAL CORRIDOR
- LIVING AREAS
- EMPLOYMENT AREAS
- S MUNICIPAL SERVICE
- ▨ AREAS DEVELOPABLE ON FULL/PARTIAL MUNICIPAL SERVICES
- ▧ AREAS DEVELOPABLE ON MUNICIPAL WATER SYSTEMS & PRIVATE WASTE DISPOSAL SYSTEMS
- ▩ AREAS DEVELOPABLE ON PRIVATE WELLS & MUNICIPAL SEWER SYSTEMS
- AREAS DEVELOPABLE ON PRIVATE WELLS & PRIVATE WASTE DISPOSAL SYSTEMS
- BUILT BOUNDARY

RURAL SYSTEM

- PRIME AGRICULTURAL AREAS
- RURAL SETTLEMENTS:
 - HAMLET
 - ③ RURAL EMPLOYMENT AREA (SEE TABLE E3 FOR DESCRIPTION)
 - ⑫ COUNTRY RESIDENTIAL SUBDIVISION (SEE TABLE E2 FOR DESCRIPTION)
 - SHORELINE RESIDENTIAL
- ▲ REGIONAL NODE (SEE SECTION 9C FOR DESCRIPTION)
- ⑫ AGGREGATE RESOURCE EXTRACTION AREA (SEE TABLE E1 FOR DESCRIPTION)

GREENLANDS SYSTEM

- MAJOR OPEN SPACE AREAS
- WATERFRONT AREAS
- OAK RIDGES MORaine BOUNDARY
- ▲ TOURIST ACTIVITY / RECREATIONAL NODE
- OPEN SPACE LINKAGE
- OAK RIDGES MORaine AREAS
- ▬ GREENBELT BOUNDARY
- ▲ WATERFRONT PLACE
- ▬ WATERFRONT LINKS

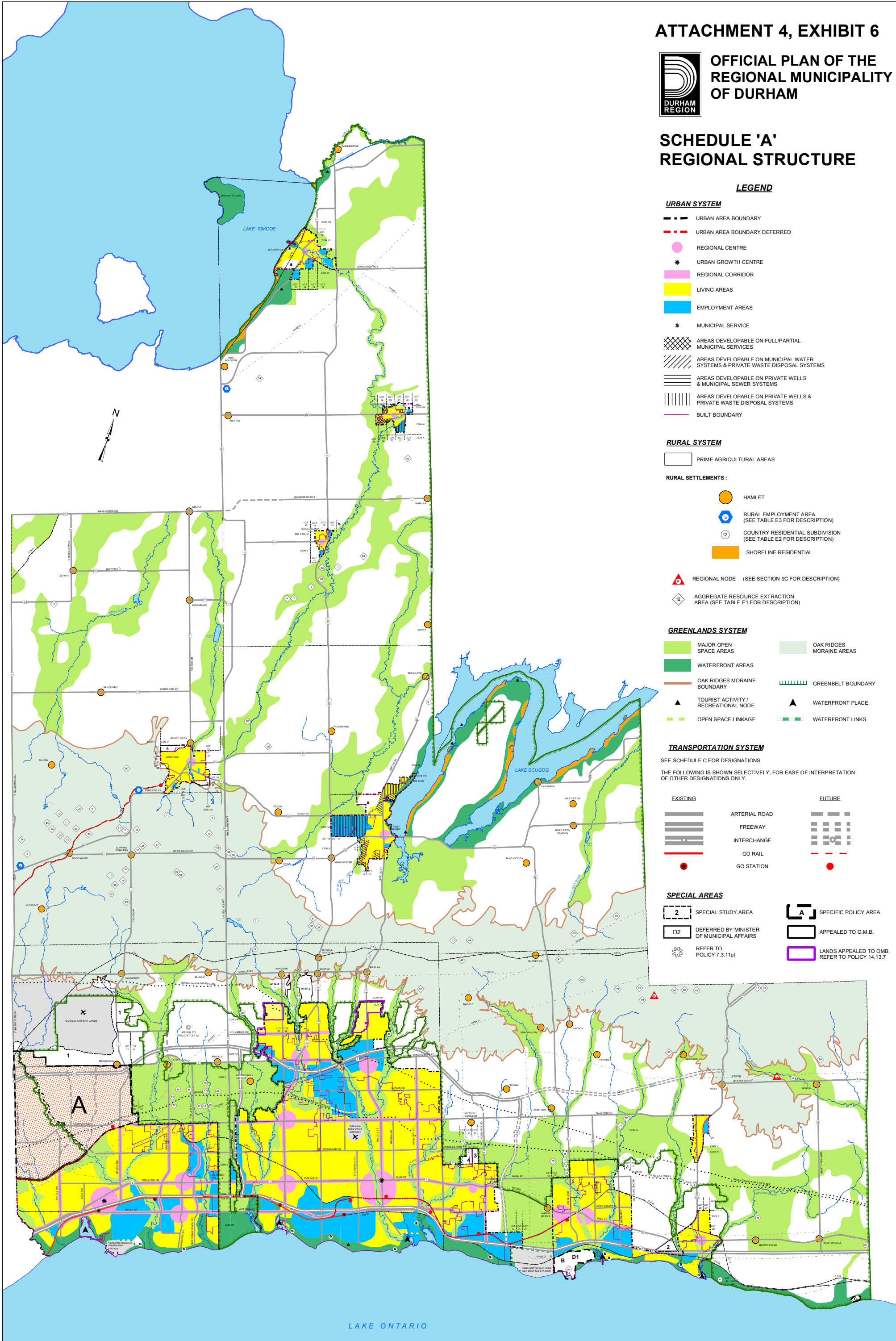
TRANSPORTATION SYSTEM

SEE SCHEDULE C FOR DESIGNATIONS
THE FOLLOWING IS SHOWN SELECTIVELY, FOR EASE OF INTERPRETATION OF OTHER DESIGNATIONS ONLY.

- | EXISTING | | FUTURE |
|----------|---------------|--------|
| ▬ | ARTERIAL ROAD | ▬ |
| ▬ | FREEWAY | ▬ |
| ▬ | INTERCHANGE | ▬ |
| ▬ | GO RAIL | ▬ |
| ● | GO STATION | ● |

SPECIAL AREAS

- 2 SPECIAL STUDY AREA
- D2 DEFERRED BY MINISTER OF MUNICIPAL AFFAIRS
- REFER TO POLICY 7.3.11p)
- A SPECIFIC POLICY AREA
- APPEALED TO O.M.B.
- LANDS APPEALED TO O.M.B. REFER TO POLICY 14.13.7



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2) GREENBELT PLAN: © QUEEN'S PRINTER FOR ONTARIO, 2005. REPRODUCED WITH PERMISSION.



**The Regional
Municipality
of Durham**

Office of the Regional Chair

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Roger M. Anderson
Regional Chair and CEO

March 1, 2017

Works Department
The Regional Municipality of Durham
605 Rossland Road East
Whitby, Ontario
L1N 6A3

Dear Friends:

On behalf of Regional Council, I am very pleased to present the enclosed certificate proclaiming the week of March 18-24, 2018, as Canada Water Week in Durham Region.

Kindest personal regards,

Roger Anderson
Regional Chair & CEO

If this information is required in an accessible format, please contact 1-800-372-1102, ext. 2009.

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for our Communities"*



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THE REGIONAL MUNICIPALITY OF DURHAM

Certificate of Proclamation

Presented to

Works Department
The Regional Municipality of Durham

On behalf of the Council of
The Regional Municipality of Durham
it is my pleasure to proclaim the week of
March 18-24, 2018, as

Canada Water Week

in Durham Region

A handwritten signature in blue ink, appearing to read 'Roger Anderson', positioned above a horizontal line.

Roger Anderson
Regional Chair & CEO





Clarington

February 20, 2018

Ms. Andrea Horwath, MPP
Leader, New Democratic Party of Ontario
201-2069 Lakeshore Blvd West
Toronto, ON M8V 3Z4
Registered Mail

Re: Ontario Expanding GO Rail Service

Dear Ms. Horwath:

Ontarians face an important choice next June: who should lead them. When making their choice, Durham Region and Northumberland residents will want to know your party's position with respect to investment in transportation infrastructure that will help connect communities, create jobs, decrease commute times and congestion, minimize greenhouse gas pollution, and allow families to spend more quality time together.

On June 20, 2016, Premier Wynne announced that Ontario is expanding GO train service from Oshawa to Bowmanville by extending the GO train network by nearly 20 kilometres and building four new stations (Oshawa, Courtice and Bowmanville) "that will give people in Durham more transit options and help drive economic growth and job creation". The new GO rail service is expected to begin by 2023-2024. We are seeking assurance from you that the New Democratic Party of Ontario Party will match or better this commitment made by Premier Wynne.

We are aware of the many pressures that any incoming government will face and are looking to see you make this commitment to us and for it to then be clearly enunciated in the policy platform of your Party and widely and strongly communicated. Please advise when electors can expect to see this platform.

The impact of the rail extension for our communities will be transformational. This project has the potential to generate \$1.1 billion in transit-oriented, walkable urban development and more than 21,000 permanent new jobs, as outlined in an economic impact analysis conducted by Regional partners.

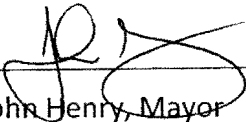
As municipal governments, we are working diligently with our community partners, businesses and post-secondary institutions to ensure that the GO rail service is

C.S. - LEGISLATION

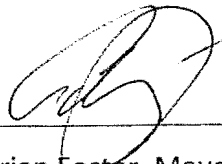
Original
To: CIP
Copy R. Anderson
To: G. C. Smith
S. Scarpis
B. Braggeman
V. Patterson
C.C. S.C.C. File
Take Appr. Action want to know your

further east through Oshawa and into Bowmanville by 2023 - 2024. We look forward to receiving your party's commitment to working with us on this critical project.

Yours sincerely,



John Henry, Mayor
City of Oshawa



Adrian Foster, Mayor
Municipality of Clarington

- c. Celina Caesar-Chavannes, MP- Whitby
Colin Carrie, MP- Oshawa
Mark Holland, MP- Ajax
Hon. Maryam Monsef, MP- Peterborough--Kawartha
Jennifer O'Connell, MP- Uxbridge
Erin O'Toole, MP- Durham
Kim Rudd, MP- Northumberland – Peterborough South
Jamie Schmale, MP- Kawartha Lakes--Brock
Granville Anderson, MPP- Durham
Lorne Coe, MPP- Whitby—Oshawa
Joe Dickson, MPP- Ajax—Pickering
Jennifer French, MPP- Oshawa
Hon. Jeff Leal, MPP- Peterborough
Hon. Tracy MacCharles, MPP- Pickering—Scarborough East
Lou Rinaldi, MPP- Northumberland—Quinte West
Laurie Scott, MPP- Haliburton—Kawartha Lakes—Brock
Ralph Walton, Regional Clerk, Regional Municipality of Durham
Gil Brocanier, Mayor, Town of Cobourg
Mark Lovshin, Warden, Township of Hamilton, Northumberland County
Bob Sanderson, Mayor, Municipality of Port Hope
Dr. Leo Groarke, President, Trent University
Dr. Steven Murphy, President & Vice-Chancellor, University of Ontario Institute of Technology
Don Lovisa, President, Durham College
Nancy Shaw, C.E.O., Greater Oshawa Chamber of Commerce
J. Robert S. Prichard, Chair of the Board, Metrolinx
Sheila Hall, Executive Director, Clarington Board of Trade & Office of Economic Development
Joe Muldoon, Head, Trent University Durham

City of Oshawa
50 Centre Street South
Oshawa, Ontario L1H 3Z7
905 436 5674

Municipality of Clarington
40 Temperance Street
Bowmanville, ON L1C 3A6
905-623-3379



Clarington

February 20, 2018

Mr. Vic Fedeli
Leader, Progressive Conservative Party of Ontario
400-59 Adelaide Street East
Toronto, ON M5C 1K6
Registered Mail

Re: Ontario Expanding GO Rail Service

Dear Mr. Fedeli:

Ontarians face an important choice next June: who should lead them. When making their choice, Durham Region and Northumberland residents will want to know your party's position with respect to investment in transportation infrastructure that will help connect communities, create jobs, decrease commute times and congestion, minimize greenhouse gas pollution, and allow families to spend more quality time together.

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We are aware of the many pressures that any incoming government will face and are looking to see you make this commitment to us and for it to then be clearly enunciated in the policy platform of your Party and widely and strongly communicated. Please advise when electors can expect to see this platform.

The impact of the rail extension for our communities will be transformational. This project has the potential to generate \$1.1 billion in transit-oriented, walkable urban development and more than 21,000 permanent new jobs, as outlined in an economic impact analysis conducted by Regional partners.

As municipal governments, we are working diligently with our community partners, businesses and post-secondary institutions to ensure that the GO rail service is extended

extended further east through Oshawa and into Bowmanville by 2023 - 2024. We look forward to receiving your party's commitment to working with us on this critical project.

Yours sincerely,



John Henry, Mayor
City of Oshawa



Adrian Foster, Mayor
Municipality of Clarington

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Colin Carrie, MP- Oshawa
Mark Holland, MP- Ajax
Hon. Maryam Monsef, MP- Peterborough--Kawartha
Jennifer O'Connell, MP- Uxbridge
Erin O'Toole, MP- Durham
Kim Rudd, MP- Northumberland – Peterborough South
Jamie Schmale, MP- Kawartha Lakes--Brock
Granville Anderson, MPP- Durham
Lorne Coe, MPP- Whitby—Oshawa
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Oshawa, Ontario L1H 3Z7
905 436 5674

Municipality of Clarington
40 Temperance Street
Bowmanville, ON L1C 3A6
905-623-3379 ext. 2005



Clarington

February 20, 2018

Mr. Mike Schreiner
Leader, Green Party of Ontario
PO Box 1132 STN F
035-67 Mowat Avenue
Toronto, ON M4Y 2T8
Registered Mail

Re: Ontario Expanding GO Rail Service

Dear Mr. Schreiner:

Ontarians face an important choice next June: who should lead them. When making their choice, Durham Region and Northumberland residents will want to know your party's position with respect to investment in transportation infrastructure that will help connect communities, create jobs, decrease commute times and congestion, minimize greenhouse gas pollution, and allow families to spend more quality time together.

On June 20, 2016, Premier Wynne announced that Ontario is expanding GO train service from Oshawa to Bowmanville by extending the GO train network by nearly 20 kilometres and building four new stations (Oshawa, Courtice and Bowmanville) "that will give people in Durham more transit options and help drive economic growth and job creation". The new GO rail service is expected to begin by 2023-2024. We are seeking assurance from you that the Green Party of Ontario Party will match or better this commitment made by Premier Wynne.

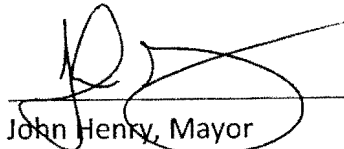
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905-623-3379 ext. 2005



Clarington

February 20, 2018

Hon. Kathleen Wynne
Leader, Ontario Liberal Party
210-10 St. Mary Street
Toronto, ON M4Y 1P9
Registered Mail

Re: Ontario Expanding GO Rail Service

Dear Premier Wynne:

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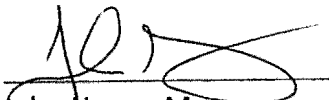
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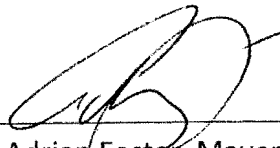
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Town of Whitby
Office of the Town Clerk
 575 Rossland Road East, Whitby, ON L1N 2M8
 www.whitby.ca

February 26, 2018

The Honourable Peter Milczyn
 Ministry of Housing
 17th Floor - 777 Bay Street
 Toronto, Ontario M5G 2E5

Re: Planning and Development Department and Corporate Services Department
 Joint Report, PL 14-18
 Provincial Development Charges Rebate Program Expression of Interest

Please be advised that at a special meeting held on February 26, 2018 the Council of the Town of Whitby adopted the following recommendation as Resolution #55-18:

1. That Council authorize Staff to submit an Expression of Interest (EOI) to the Ministry of Housing (MHO) for the Development Charges Rebate Program, on behalf of the Town;
2. That Council authorize Staff to enter into a Transfer Payment Agreement with the MHO on behalf of the Town if approved; and,
3. That the Clerk forward a copy of Council's resolution to the Region of Durham and the MHO before the EOI Deadline of March 2, 2018.

Should you require further information, please do not hesitate to contact the Planning and Development Department at 905-430-4306.

Charris for
 Christopher Harris
 Town Clerk

Copy: *Ralph Walton*, Regional Clerk, Region of Durham

R. Saunders, Commissioner of Planning and Development

Attach. PL 14-18

C.S. - LEGISLATIVE SERVICES

Original
To: <i>CIP</i>
Copy
To: <i>J. Clapp</i>
<i>H. Down</i>
<i>J. Hunt</i>
CC. S.C.C. File
Take Appr. Action



Town of Whitby Staff Report

whitby.civicweb.net

**Report Title: Provincial Development Charges Rebate Program
Expression of Interest**

Report to: Council

Date of meeting: February 26, 2018

Report Number: PL 14-18

Department(s) Responsible:

Planning and Development Department
Corporate Services Department

Submitted by:

Roger Saunders, Commissioner of
Planning and Development
Ken Nix, Commissioner of Corporate
Services / Treasurer

**Acknowledged by M. Gaskell, Chief
Administrative Officer**

For additional information, contact:

Graham Wilson, Planner I, ext. 2269

1. Recommendation:

1. That Council authorize Staff to submit an Expression of Interest (EOI) to the Ministry of Housing (MHO) for the Development Charges Rebate Program, on behalf of the Town;
2. That Council authorize Staff to enter into a Transfer Payment Agreement with the MHO on behalf of the Town if approved; and,
3. That the Clerk forward a copy of Council's resolution to the Region of Durham and the MHO before the EOI Deadline of March 2, 2018.

2. Highlights:

- The Ministry of Housing has introduced a Development Charges Rebate Program (the Program), which is intended to support the development of new purpose-built market rental units.
- The Program is to provide a Provincial rebate equal to some or all of the payable Development Charges of qualifying non-luxury market rental units, to be paid to the developer after applicable development charges are paid in full.

- Up to \$125 million of Provincial funding will be made available to selected municipalities over five years. **There is no municipal financial contribution required for this program.** However, municipalities will be required to administer the program, and may use up to 5% of allocated funds for these costs.
- The Town of Whitby is one of 83 Municipalities that have been invited to submit an Expression of Interest (EOI) to the Ministry of Housing. This is a one-time application opportunity for the entire 5-year program.
- The Expression of Interest must be submitted by March 2nd, 2018.

3. **Background:**

On April 20, 2017, the Provincial government announced its Fair Housing Plan, which included the goal of increasing the supply of rental housing.

Development Charges Rebate Program

The Program is one of the measures to increase supply of housing, specifically purpose-built market rental development. The Program provides an equivalent rebate up to the full amount of payable development charges (DCs) on eligible developments, in order to reduce the cost of developing purpose-built market rental housing.

Details of the Program are included in the Program Guidelines (Attachment 1) and Expression of Interest (Attachment 2), including the following:

- Up to a total of \$125 million over five years is available, starting with 2018-19;
- The Province has invited 83 Municipalities to submit applications for the Program;
- Allocations for the first 3 fiscal years will be announced in spring 2018;
- Program funding, if approved, will be provided according to the terms and conditions of a Transfer Payment Agreement (TPA) between the Province and the municipality; and,
- There are no requirements for municipalities to contribute to the Program. However, municipalities are required to administer the Program. In addition, municipalities are encouraged to consider providing complementary incentives, where possible, to eligible purpose-built market rental developments.

4. **Discussion:**

Whitby has been invited to apply to the Program based on the Town meeting certain criteria including a demonstrated need of additional rental housing. In this regard it is noted that:

- 16.7% of households in Whitby are renters (Census 2016); and,

- Whitby's rental vacancy rate is below 1.5%, which is half of the CMHC healthy vacancy rate of 3.0% (CMHC, 2017).

Other Durham Region municipalities invited to apply include Ajax, Pickering, Oshawa, Clarington, and Uxbridge. Upper-tier municipalities were not invited to apply.

Under the Program, municipalities have the flexibility to determine:

- The built-form of eligible developments;
- Unit size configurations in the development;
- The amount of development charges rebate provided for eligible rental housing developments and units (e.g. full or partial rebates); and,
- The timing of the rebate following payment of development charges, within program parameters.

The Province has indicated that the Program funding may be used to rebate up to the full amount of Development Charges, including Local, Regional, and Education DCs. This makes the incentive significantly higher than existing or contemplated local DC exemptions. For reference, Whitby's 2018 total DCs for a 2+ bedroom apartment are \$32,186 per unit, and the total DCs for smaller apartments are \$21,884 per unit.

The criteria and amount of rebate could be structured to incentivize developments which meet one or more Town goals including location, size, mix of uses, transit-supportive density, etc.

The Program would help the Town to implement existing Official Plan goals regarding the development of a range of housing options, including the development and protection of rental accommodations.

Current development applications for Purpose-Built Market Rental

Several recent apartment development applications have been submitted to the Town which may qualify for rebates under this program. Participation in this program may encourage more interest in purpose-built rental developments in Whitby.

5. Financial Considerations:

No Loss of Development Charge Revenue

The Program will not result in a loss of Development Charge revenue. It is designed as a Provincial fund which will be used as a rebate for some or all of the Development Charges that have been paid to the Town for eligible developments.

The Province has stipulated that the Program cannot be used to replace existing discounts and/or deferrals of payable development charges. The Program can only be used to rebate the amount of DCs that have been paid by the development, and could not be used to fund existing exemptions under the DC By-

Law, or proposed DC incentives under a Community Improvement Plan (e.g. Downtown Whitby Community Improvement Plan).

Potential Funding Amount

The program includes a maximum availability of approximately \$25 million per year for 5 years, to be allocated to some or all of the 83 municipalities invited to submit an EOI. If distributed equally to all municipalities, this would equal approximately \$300,000 per municipality per year. However, it is likely that the funding will be distributed asymmetrically, based on demonstrated need, market conditions, and other evaluation criteria as developed by the Province.

Administration Costs Covered by Funding Amount

Up to 5% of the total funds allocated under the Program may be used to recover administrative costs. The Town will be responsible for the administration of the Program, including planning, allocation, and reporting of funds awarded and applicable developments. This will require staff resources across several departments. The program will be administered by the Treasurer or their delegate.

The Town may delegate the Service Manager (e.g. Durham Region) as the Program Administrator, which would require both a resolution of Council and an agreement with the Region. Planning Staff are currently investigating the merits of delegation.

Staff will continue to monitor and investigate the details and implementation of the Program following submission of the EOI.

6. Communication and Public Engagement:

Should the Town be awarded funding under the Program, a marketing strategy will be required to make the development community aware of the Program and benefits.

Staff will engage with the development community in order to determine the level of interest in the Program, if approved by the Province.

7. Input from Departments/Sources:

Ministry of Housing

The Ministry of Housing hosted a Question and Answer session regarding the Program by teleconference on January 18th, 2018. Many municipal financial and planning representatives participated.

Region of Durham

The Region of Durham hosted a meeting for its eligible municipalities on February 12, 2018. The Region provided further clarification on the Program, and local interest and potential rebate amounts and strategies were discussed.

8. Strategic Priorities:

The recommendations of this report are supported by the following 2014-2018 Council Goals, in particular:

4. **To ensure Whitby is clearly seen by all stakeholders to be business- and investment-friendly and supportive;** and to strive to continuously improve the effectiveness and efficiency of service delivery; and
5. **To build downtowns that are pedestrian-focused destinations; to leverage municipal tools and resources to generate local jobs and prosperity;** to facilitate a major, multifaceted, downtown-supportive investment on the lands on and around the firehall site; and to gain local ownership of Baldwin Street through downtown Brooklin.

9. Attachments:

Attachment 1 – Development Charges Rebate Program: Program Guidelines

Attachment 2 – Development Charges Rebate Program: Expression of Interest

2017

Development Charges Rebate Program Program Guidelines

Ontario Ministry of Housing
December 2017

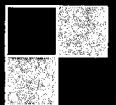


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Introduction

It is a provincial interest to have an appropriate mix and range of housing options, including purpose-built rental housing that caters to diverse needs of all ages and incomes.

There are two types of rental housing in Ontario: purpose-built rental housing (which includes market rentals, and social or affordable housing) and the secondary rental market (consisting primarily of individually rented condominiums, singles/semis and basement apartments).

While the secondary rental market is an important part of the overall rental stock, these units may be available in the rental pool one year and not the next. The availability of units in the secondary rental market in any community depends on the owner's decision, which is affected by prevailing economic and real estate conditions, among other factors.

There are many advantages in increasing the supply of purpose-built market rental housing, as it:

- Addresses the need for stable rental housing and better security of tenure for tenants with diverse needs, compared to individually rented homes and condos.
- Caters to older demographics within communities, by offering options for seniors looking to downsize, while enabling them to stay in their communities and age in place.
- Supports and aligns with provincial priorities and goals with respect to growth planning, intensification and the need for more missing middle housing.
- Attracts and retains skilled workers to Ontario and high growth urban areas.
- Increases the province's economic competitiveness and allows for increased mobility of residents, both geographically and within the housing market.

Fair Housing Plan and Development Charges Rebate Program

On April 20, 2017, the government announced its Fair Housing Plan, a comprehensive package of 16 measures to improve housing affordability, address demand, protect renters and buyers, increase the supply of housing, and improve information sharing.

The Development Charges Rebate Program (the "Program") is one of the measures to increase supply of housing, specifically purpose-built market rental development. The Program provides rebates for development charges and aims to reduce the construction costs of building market rental housing, particularly in those communities that are most in need of new purpose-built rental housing.

The Program is in addition to two other initiatives aimed at increasing the supply of purpose-built rental housing:

- A mandatory new multi-residential property tax class, which ensures that municipalities tax new rental apartments at a similar rate as other residential properties. The mandatory new multi-residential property tax class applies to all new rental housing for

- which building permits have been issued on or after April 20, 2017.
- A Provincial Affordable Housing Lands Program that leverages surplus provincial land to develop a mix of market housing and new, sustainable affordable housing. Four sites in Toronto have been already announced under the program.

Program Funding

Under the Program, up to a total of \$125 million over five years is available as rebates for development charges, starting with 2018-19. Notional allocations for fiscal years 2018-19, 2019-20, and 2020-21 (\$25 million each year for a total of \$75 million) will be announced in spring 2018 in accordance with provincial accounting and budgetary practices.

Program funding, if approved, will be provided according to the terms and conditions of a Transfer Payment Agreement (TPA) between the Province and the municipality.

Funding for Program Administration

Participating municipalities or their designates such as their Service Managers that administer the program may use up to 5% of allocations to cover administration costs, if needed, as indicated in a municipal take-up plan.

Scope of the Guidelines

The Program Guidelines describe the various program requirements for the Program, including the role of municipalities, long-term affordability requirements for rental developments receiving provincial rebates, rental housing developments and units eligible to receive funding under the program, and accountability and reporting requirements.

Please note that the Program Guidelines may be updated on an as-needed basis and changes will be communicated to municipalities.

Municipal Contribution

There are no requirements for municipalities to contribute to the Program. However, municipalities are encouraged to consider providing municipal incentives, where possible, to purpose-built market rental developments eligible to receive provincial rebates under the program.

The Program cannot be used by municipalities to replace any existing housing programs and incentives that municipalities may already have with respect to affordable (below-market) rental housing. For greater clarity, this Program cannot be used by municipalities to replace or

support a municipal program or any municipal decision relating to deferrals or rebates or exemptions of development charges.

Role of Municipalities

Participating municipalities will administer the Program based on local need, changing rental market conditions, and demand for rental housing in their community.

Under the Program, municipalities have the flexibility to determine:

- The built-form of rental housing developments eligible to receive a development charges rebate (e.g., high-rises, mid-rises, town homes), based on local housing need;
- Unit size configurations in the development, based on local need;
- The amount of development charges rebate provided for eligible rental housing developments and units (e.g., full or partial rebates); and
- The timing of the rebate (e.g., at what point after the development charges are collected would a rebate be made available), within program parameters.

As program administrator, a municipality will:

- Enter into a TPA with the Ministry of Housing (MHO);
- Administer the Program in compliance with the TPA and the Program Guidelines;
- Plan activities related to program delivery, which may include assessing local housing needs and planning processes;
- Identify rental housing developments and units eligible to receive a rebate under the program;
- Determine the amount rebates on a project by project basis;
- Determine key milestones for payment of the rebate;
- Develop and enter into required agreements with developers of rental housing developments and units receiving provincial rebates to set out a procedure to receive provincial rebates and monitor progress;
- Flow provincial rebates to eligible rental housing developments and units;
- Complete and submit take-up plans to MHO, as indicated in the TPA; and
- Monitor progress and provide annual reports to MHO, as indicated in the TPA.

In administering the Program, municipalities are encouraged to work with their housing Service Manager and/or the upper-tier municipality (in case of a two-tier system) to ensure alignment with local planning and housing policies, and coordinate municipal incentives, if provided.

Municipalities have an option to designate their housing Service Manager as the administrator of the Program, and also submit an EOI on their behalf.

If a municipal council designates the housing Service Manager as the program administrator:

- The municipality must submit a copy of the municipal council's decision designating the housing Service Manager as program administrator, directing the Service Manager to submit an EOI to MHO, and authorizing the Service Manager to enter into a Transfer Payment Agreement with MHO on the municipality's behalf.
- The housing Service Manager must provide written confirmation from a person of appropriate authority of its willingness to act as program administrator.

In such cases, the Service Manager should work with the designating lower or single-tier municipality in determining rental housing developments and units that are eligible to receive rebate funding under the program, planning approval timelines, and any municipal incentives that may be available.

Rental Housing Developments and Units Eligible to Receive Provincial Rebate Funding

Under the Program, municipalities have the flexibility to determine the rental housing developments and units that will receive funding through this program based on local need, but within broad provincial program criteria:

- Developments must be consistent with the PPS and conform with the Growth Plan;
- Developments must align with other provincial priorities and lead to net new additional public good (rental housing, family-sized units, senior-friendly, close to transit and transit hubs);
- Developments and units receiving provincial rebates remain rental for a minimum of 20 years;
- Non-luxury rental units, where starting rents do not exceed 175% of AMR as published by Canada Mortgage and Housing Corporation (CMHC). Municipalities have the ability to set a lower threshold based on local circumstances and housing policies.

The following types of developments and units are not eligible under the Program:

- Single and semi-detached homes, duplexes/triplexes, and retirement homes;
- Units already receiving provincial capital subsidies under housing supply programs (e.g., under IAH – Rental Component);
- Luxury market rental units, where starting rents exceed 175% of Average Market Rents, as published by CMHC; and
- Market rental developments receiving a deferral of or exemption from the payment of development charges.

Starting Rents and Long-Term Affordability Criteria

Proposed starting market rents for developments or units receiving development charges rebates cannot exceed 175% of Average Market Rents (AMRs), as published by CMHC, for a given year. In cases, where CMHC does not publish AMRs, municipalities should use AMRs based on local evidence and research (e.g., survey of market rents in the community or municipality), and inform the Ministry of Housing (MHO) accordingly.

Municipalities have the flexibility to target rebates for proposed market rental housing developments or units with starting rents at a percentage of AMR lower than 175%, without any further provincial restrictions. Municipalities also have the flexibility to use AMRs as the neighbourhood level, if available from CMHC.

There are no long-term affordability requirements for units receiving provincial rebates under the program beyond the threshold for starting market rents, subject to the provisions under the Residential Tenancies Act, 2006.

Stacking With Other Housing Supply Programs

Stacking or combining rebate funding under the Program with MHO's other housing supply programs is permitted only if some additional public good is created (e.g., construction of market-rent family-sized units or have market rental units that were not previously planned).

Examples of Stacking

To illustrate potential developments eligible under the program, please see the following examples:

Example #1	Eligibility
The developer would like to add six market rental units to an affordable rental housing development already approved to receive provincial funding under Investment in Affordable Housing – Rental Component to create a mixed-income rental development. Starting rents are at 150% AMR.	Yes. The six market rental units are not receiving provincial funding under Investment in Affordable Housing would be eligible to receive the development charge rebate under the program.
Example #2	Eligibility
The developer would like to add five market rental units to an affordable rental housing development already approved to receive provincial funding under Investment in Affordable Housing – Rental Component to create a mixed-income rental development. Starting rents are at 185% AMR.	No. The five units would not be eligible as they would be considered luxury units as they exceed this programs threshold of 175% of AMR.

Program Accountability and Reporting

Accountability for provincial actions, decisions, and policies with regard to the use of public funds for programs and services is important. The Province has an obligation to demonstrate value for money, and to ensure that funds have been spent appropriately and in a timely manner.

Transfer Payment Agreement (TPA)

The TPA sets out an accountability requirements between the Province (through MHO) and the municipality, and outlines the roles and responsibilities of both parties, as required by the Province's Transfer Payment Accountability Directive.

In case a housing Service Manager has been designated as program administrator, the Province would enter into a TPA with the Service Manager subject to council's authorization.

The TPA will require the municipality to develop formal contribution agreements with any developers who receive provincial rebates for the purpose of meeting program objectives and/or addressing obligations.

Bi-annual Take-up Plans

Based on their notional allocations, participating municipalities will be required to submit a take-up plan in the first quarter of each fiscal year for all years in the program to MHO for approvals.

The take-up plan for a particular fiscal year will be informed by rental housing developments that have come forward for planning approvals and meet program eligibility criteria. A municipality's take-up plan should:

- Provide details of the proposed market rental housing developments and units that meet program and eligibility criteria as laid out in the Program Guidelines;
- Indicate if municipality has set an AMR threshold for non-luxury market rental units that is lower than from provincial threshold of 175% AMR, and what that threshold would be;
- Indicate timing of when the rebate would flow towards the eligible market rental developments after the collection of the development charges;
- Indicate how much of the fiscal year's notional allocation the municipality would need on a quarterly basis, to facilitate transfer of provincial rebates from MHO to municipality;
- Indicate timelines around expected planning approvals and issuance of building permits for the proposed market rental developments specified in the plan;
- Indicate details of any municipal incentives provided; and
- Identify legal mechanisms that would keep proposed developments and units as rental for a minimum of 20 years.

The Province recognizes that the planning approval processes around market rental housing developments can sometimes take few years before a building permit is issued. To accommodate for any delays in the planning approval processes for developments and units proposed in the initial take-up plans, municipalities will have two years to rebate eligible developments. The two years start at the beginning of each fiscal year, when municipalities receive MHO approval on their initial (first quarter) spending plans. For example, for allocations made in fiscal year 2018-19, municipalities will have up until March 31, 2020 to make the rebates.

Payment Process and Schedule

Payment Process

The Ministry will advance funding directly to municipalities (or designated Service Managers), who will be responsible for rebating development charges for eligible developments and units. Municipalities (or designated housing Service Managers) will provide rebates for eligible developments based on a schedule as determined by the municipality, and in compliance with the program requirements.

Payment Schedule

MHO will provide quarterly funding to municipalities, based on MHO approved first quarter take-up plans.

Recovery and Reconciliations

MHO will also undertake reconciliations through adjusted municipal take-up plans submitted every six months to assess if the provincial rebates are being provided in accordance with program criteria and initial first quarter take-up plan.

If a municipality reports back that it is unable to rebate its allocation for that fiscal year, MHO would either reconcile unspent funding or re-allocate the funding to another municipality. Reallocation would be based on capacity of other municipalities to rebate development charges as reflected in their take-up plans. This would be determined through discussions between MHO and municipalities around proposed rental developments and units that would be eligible to receive provincial development charges rebates, and anticipated timelines these developments/units would be in a position to receive a building permit and make development charges payments within the given time frames.

Indemnification and Repayment

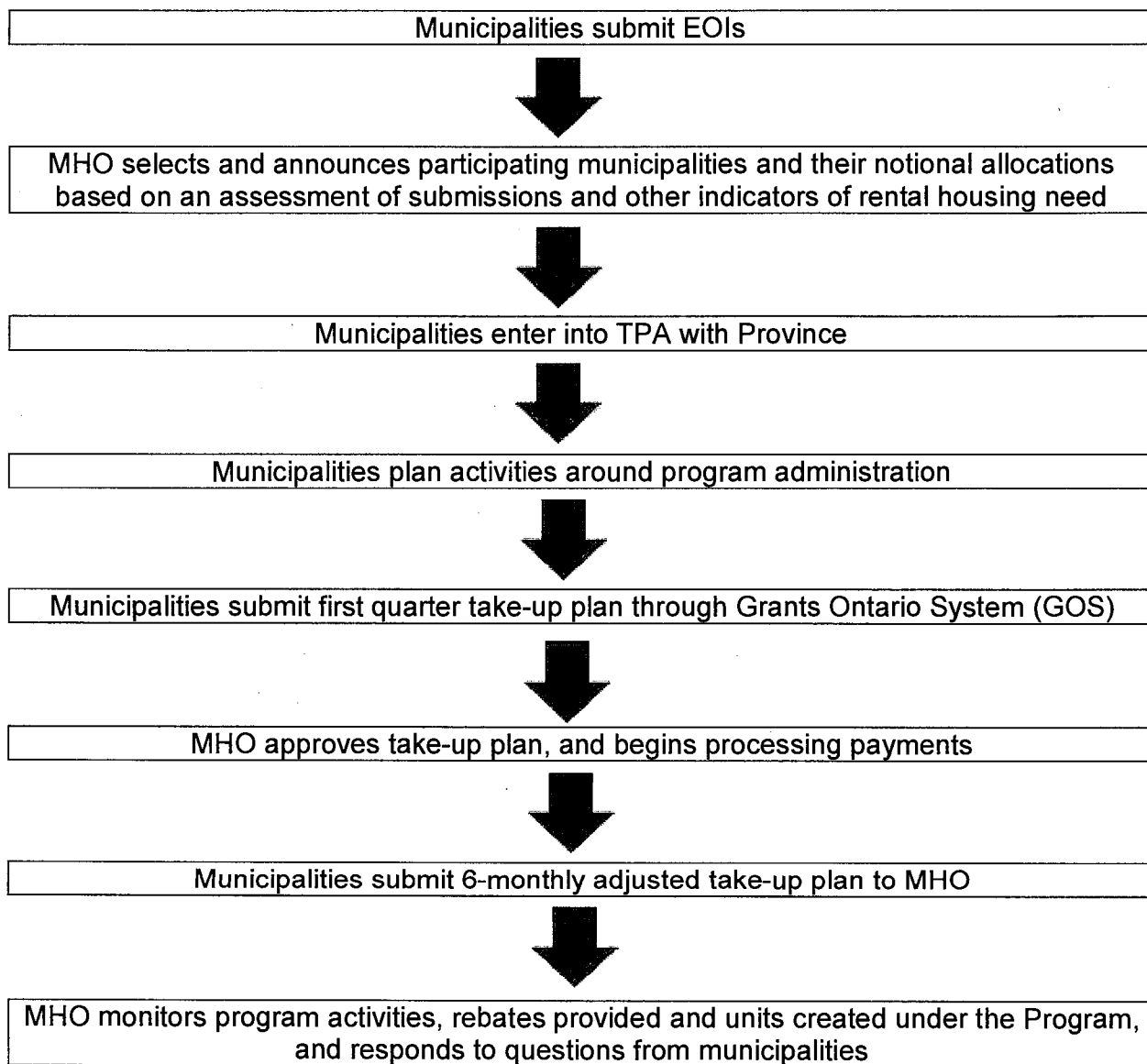
There are obligations for all Program recipients with regard to the indemnification and recovery of provincial government funding. The TPAs will contain specific obligations and provisions relating to indemnification and recovery of provincial funding.

Other Reporting Requirements

Through their adjusted spending plans, municipalities will report back on a bi-annual basis on the following:

- Adjusted forecasted and actual rebates made to date;
- Details of the developments receiving rebates (address of site, total number of units in the development, if there are units in the development receiving capital subsidies through another provincial program such as IAH);
- Total and per unit provincial rebates provided to eligible developments or units on a site-by-site basis (until fully transferred);
- Details of any municipal incentives provided to the eligible developments or units on a site-by-site basis;
- Total number of market rental units receiving rebates by bedroom type and unit size;
- Expected or actual starting market rents by bedroom type and comparison against AMR threshold; and
- Expected or actual occupancy date for the development/units.

Appendix A: Program Implementation Flow Chart



Appendix B: Ministry of Housing Contacts

Municipal Services Office – Central

777 Bay Street 13th Floor
 Toronto, ON, M5G 2E5
 General Inquiry: 416-585-6226
 Toll Free: 1-800-668-0230
 Fax: 416-585-6882

Contact: Ian Russell, Team Lead, Regional Housing Services
 Tel: 416-585-6965
 Email: ian.russell@ontario.ca

Serving: Durham, Halton, Hamilton, Niagara, Muskoka, Peel, Simcoe, York

Municipal Services Office – Eastern

8 Estate Lane, Rockwood House
 Kingston, ON, K7M 9A8
 General Inquiry: 613-545-2100
 Toll Free: 1-800-267-9438
 Fax: 613-548-6822

Contact: Mila Kolokolnikova, Team Lead, Regional Housing Services
 Tel: 613-545-2123
 Email: mila.kolokolnikova@ontario.ca

Serving: Cornwall, Hastings, Kawartha Lakes, Kingston, Lanark, Leeds and Grenville,
 Lennox and Addington, Northumberland, Ottawa, Peterborough, Prescott and
 Russell, Renfrew

Municipal Services Office – Western

659 Exeter Road, 2nd Floor
 London, ON, N6E 1L3
 General Inquiry: 519-873-4020
 Toll Free: 1-800-265-4736
 Fax: 519-873-4018

Contact: Pearl Dougall, Senior Housing Advisor,
 Tel: 519-873-4521
 Email: pearl.dougall@ontario.ca

Cynthia Cabral, Senior Housing Advisor,
 Tel: 519-873-4520
 Email: cynthia.cabral@ontario.ca

Serving: Brantford, Bruce, Chatham-Kent, Dufferin, Grey, Huron, Lambton, London, Norfolk, Oxford, St. Thomas, Stratford, Waterloo, Wellington, Windsor

Municipal Services Office – Northeastern

159 Cedar Street, Suite 401
Sudbury, ON, P3E 6A5
General Inquiry: 705-564-0120
Toll Free: 1-800-461-1193
Fax: 705-564-6863

Contact: Cindy Couillard, Team Lead, Regional Housing Services
Tel: 705-564-6808
Email: cindy.couillard@ontario.ca

Serving: Algoma, Cochrane, Greater Sudbury, Manitoulin-Sudbury, Nipissing, Parry Sound, Sault Ste. Marie, Timiskaming

Municipal Services Office – Northwestern

435 James Street, Suite 223
Thunder Bay, ON, P7E 6S7
General Inquiry: 807-475-1651
Toll Free: 1-800-465-5027
Fax: 807-475-1196

Contact: Peter Boban, Team Lead, Regional Housing Services
Tel: 807-473-3017
Email: peter.boban@ontario.ca

Serving: Kenora, Rainy River, Thunder Bay

Housing Programs Branch - Toronto

777 Bay Street, 14th Floor
Toronto, ON, M5G 2E5
Fax: 416-585-7003

Contact: Walter Battello, Account Manager, Regional Services Delivery Unit
Tel: 416-585-6480
Email: walter.battello@ontario.ca

Serving: Toronto

2017

Development Charges Rebate Program

Expression of Interest
Ontario Ministry of Housing
December 2017



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Purpose

The purpose of this Expression of Interest (EOI), issued by the Ministry of Housing (MHO), is to invite municipalities to indicate their interest in participating in the Development Charges Rebate Program.

About the Development Charges Rebate Program

The Ontario Development Charges Rebate Program is one of the initiatives under the Fair Housing Plan to increase supply of housing – specifically of purpose-built market rental housing. Under the program, eligible market rental housing developments would receive a rebate of development charges collected by municipalities. The program would be administered by municipalities and target priority projects in those communities that are most in need of new purpose-built rental housing.

Program Design

Further details on the program design can be found in the Program Guidelines accompanying this Expression of Interest (EOI). Municipalities are strongly encouraged to review the Program Guidelines prior to submitting an EOI, to ensure that their submissions comply with the Program Guidelines and criteria.

The Program Guidelines outline the policy context for the program, provincial criteria on types of market rental housing developments and units eligible for funding under the program, reporting requirements, and other required information for municipalities.

Municipalities approved for program funding will have the final decision-making authority for eligible developments and are accountable to MHO under a Transfer Payment Agreement for all monies, project components and completion, and reporting requirements.

Program Funding

Under the Development Charges Rebate Program, up to a total of \$125 million over five years is available to municipalities, starting with \$25 million in 2018-19.

MHO cannot guarantee funding to all municipalities that make a submission expressing interest or allocate all funding requested by municipalities through the EOI process. Both successful and unsuccessful municipalities will be notified by MHO.

Program funding, if approved, will be provided subject to the terms and conditions of a Transfer Payment Agreement between the Province and the municipality.

MHO, at its sole discretion, reserves the right to reallocate funds to another municipality in instances where allocations may not be fully used within a fiscal year.

Municipalities Selected to Participate in the Program

The Development Charges Rebate Program has a one-stage selection process. MHO is inviting municipalities identified as being most in need of rental housing to express their interest in participating in the program, through an EOI process.

MHO will assess the municipal submissions, using consistent criteria, to ensure alignment with the provincial requirements under the Development Charges Rebate Program. Selection of municipalities will be based on this assessment, as well as rental housing need in the municipality.

Notional allocations will be announced in spring 2018 in accordance with provincial accounting and budgetary practices, starting with fiscal years 2018-19, 2019-20, and 2020-21.

Municipalities Invited to Participate in the EOI Process

To participate in the Development Charges Program, MHO is inviting municipalities who charge multi-unit development charges¹ and have been identified as being in need of new purpose-built market rental housing to submit an EOI. This includes municipalities that have:

- A vacancy rate of 3% or less², or
- High tenant population³ (i.e. 20% or more of all households are rental households).

Additionally, municipalities with opportunities to approve rental housing developments within an approximate 500-800 metre radius of a major transit station area (MTSA) are also being invited to participate in the program. For the purposes of the program, MTSA includes commuter rail (i.e. GO Transit), subway, light rail or bus rapid transit.

See Appendix A for a list of municipalities being invited to submit an EOI.

¹ Based on 2015 Financial information Return as submitted to the Ministry of Municipal Affairs

² Based on Canada Mortgage and Housing Corporation's 2017 Rental Market Housing

³ Based on 2016 Census

Submitting an Expression of Interest and Important Timelines

In their EOI submissions, municipalities will identify, and provide information on, the following:

- Need and vision for market rental housing in their communities, and any alignment with municipality's land use planning and housing policies;
- How the Development Charges Rebate Program will help increase rental housing in their communities and/or what public good will be created;
- Capacity to administer the program, along with ongoing monitoring and reporting, and whether there is an intention to designate program administration to a housing Service Manager, to submit an EOI and administer the program on the municipality's behalf;
- Any current incentives the municipality provides to encourage construction of market rental housing in their communities;
- Incentives the municipality is willing to apply to market rental developments and units receiving provincial rebates under the program;
- Examples of potential purpose-built market rental developments or units expected to qualify for funding over the five years, if possible;
- Indicate if the municipality would be setting a lower AMR threshold for non-luxury market rental units different from provincial threshold of 175% AMR
- Whether the municipality plans to use the funding to provide rebates covering the full amount of the development charges they collect or partial rebates, as well if these would vary on a on a site-by-site basis;
- Current and proposed mechanisms (e.g., bylaws restricting conversions) that the municipality would use to ensure that a development receiving rebate funding under the program remains rental; and
- How much funding municipalities anticipate would be needed for this program on an annual basis for each of the five fiscal years, starting in 2018-19 (municipalities can choose to identify funding requirements only for certain years).

Municipalities must submit their completed Expression of Interest through the Grants Ontario System (GOS) **no later than 1:00 p.m. Eastern Standard Time (EST) on March 2, 2018** to be considered for funding under the Development Charges Rebate Program. Municipalities will receive an acknowledgement of their submission, via an electronic receipt.

Municipalities intending to submit an Expression of Interest must begin to draft their submission through the Grants Ontario System (GOS) on or before **February 16, 2018 at 5:00 p.m. Eastern Standard Time (EST)**. This will confirm their intention to submit an Expression of Interest before the deadline.

Submissions received after March 2, 2018 will not be accepted as part of the Expression of Interest process. Further, incomplete submissions will not be assessed or considered in selecting municipalities to participate in the program.

Municipalities are encouraged to make use of the EOI period to review the form and Program Guidelines, draft responses, and use the EOI supports available through MHO.

MHO Supports during EOI Process

To assist municipalities, and respond to questions about the Development Charges Rebate Program and EOI process, MHO will host two half-hour informational teleconferences with municipalities in mid-January, 2018. Details about the teleconferences will be distributed through the Ministry's Municipal Services Offices (MSO) Regional Housing Team Leads.

Additionally, municipal staff are also encouraged to reach out to MHO staff and/or their respective MSO Regional Housing Team Leads with specific questions about the Development Charges Rebate Program or the EOI submission process. Contact information is included in Appendix C.

For assistance or questions regarding GOS, please contact the Grants Ontario Customer Service at 416-325-6691 or toll free at 1-855-216-3090 or email: GrantsOntarioCS@Ontario.ca Monday to Friday from 8:30 a.m. to 5:00 p.m. Eastern Standard Time. TTY/Teletypewriter (for the hearing impaired): 416-325-3408 / Toll-free: 1-800-268-7095.

Acknowledgement

In submitting an EOI, the municipality is deemed to have acknowledged that MHO may, at its discretion:

- Communicate directly with any municipality;
- Verify with any municipality any information set out in an EOI;
- Adjust criteria for the selection of municipalities based on take up and interest.
- Cancel this EOI process or evaluation process; and
- Reject any or all EOIs.

The municipality is deemed to have further acknowledged that MHO shall not be responsible for any costs or expenses incurred by any municipality associated with preparing and submitting responses to this EOI.

Important Timelines

Activity	Date
Invite select municipalities to EOI process	December 20, 2017
Municipalities intending to submit an EOI must begin to draft their submission through GOS	By 5 p.m. EST February 16, 2018
EOI submissions due to MHO	By 1 p.m. EST March 2, 2018
MHO reviews municipal submissions, selects municipalities, and develops allocation model	March-April, 2018
MHO announces participating municipalities and their notional allocations	Early-Spring 2018
MHO and municipalities sign Transfer Payment Agreements	Early Spring 2018
Municipalities submit 2018-19 initial Spending Plan	Late Spring or Summer 2018

Appendix A: List of Municipalities Invited to Express Interest

Municipality	Has a GOS Account	Housing Service Manager
Town of Saugeen Shores	✓	Bruce County
Municipality of Kincardine	✓	Bruce County
City of Brantford	✓	City of Brantford
City of Greater Sudbury	✓	City of Greater Sudbury
City of Hamilton	✓	City of Hamilton
City of Kingston	✓	City of Kingston
City of London	✓	City of London
Municipality of Strathroy-Caradoc	✓	City of London
City of Ottawa	✓	City of Ottawa
City of Peterborough	✓	City of Peterborough
City of St. Thomas	✓	City of St. Thomas
City of Stratford	✓	City of Stratford
Municipality of North Perth	✓	City of Stratford
City of Toronto	✓	City of Toronto
City of Windsor	✓	City of Windsor
Municipality of Leamington	✓	City of Windsor
Town of Lakeshore	✓	City of Windsor
Town of Tecumseh	✓	City of Windsor
Town of Amherstburg	✓	City of Windsor
Town of Orangeville	✓	County of Dufferin
City of Owen Sound	✓	County of Grey
Municipality of Meaford	✓	County of Grey
City of Belleville	✓	County of Hastings
City of Quinte West	✓	County of Hastings
City of Sarnia	✓	County of Lambton
Town of Carleton Place	✓	County of Lanark
Norfolk County	✓	County of Norfolk
Haldimand County	✓	County of Norfolk
Town of Cobourg	✓	County of Northumberland
Municipality of Port Hope	✓	County of Northumberland
City of Woodstock	✓	County of Oxford
Town of Ingersoll	✓	County of Oxford
Town of Tillsonburg	✓	County of Oxford
Town of Petawawa	✓	County of Renfrew
City of Barrie	✓	County of Simcoe
Town of Innisfil	✓	County of Simcoe
Town of Bradford-West Gwillimbury	✓	County of Simcoe
City of Orillia	✓	County of Simcoe

Municipality	Has a GOS Account	Housing Service Manager
Town of Collingwood	✓	County of Simcoe
Town of Midland	✓	County of Simcoe
City of Guelph	✓	County of Wellington
Township of Centre Wellington	✓	County of Wellington
Township of Wellington North	✓	County of Wellington
Town of Huntsville	✓	District Municipality of Muskoka
Town of Bracebridge	✓	District Municipality of Muskoka
Town of Gravenhurst	✓	District Municipality of Muskoka
City of Kawartha Lakes	✓	City of Kawartha Lakes
Town of Greater Napanee	✓	Counties of Lennox and Addington
City of North Bay	✓	Nipissing DSSAB
City of Oshawa	✓	Regional Municipality of Durham
Town of Whitby	✓	Regional Municipality of Durham
Town of Ajax	✓	Regional Municipality of Durham
Municipality of Clarington	✓	Regional Municipality of Durham
City of Pickering	✓	Regional Municipality of Durham
Township of Uxbridge	✓	Regional Municipality of Durham
Town of Oakville	✓	Regional Municipality of Halton
City of Burlington	✓	Regional Municipality of Halton
Town of Milton	✓	Regional Municipality of Halton
Town of Halton Hills	✓	Regional Municipality of Halton
City of St. Catharines	✓	Regional Municipality of Niagara
Town of Fort Erie	✓	Regional Municipality of Niagara
City of Niagara Falls	✓	Regional Municipality of Niagara
City of Welland	✓	Regional Municipality of Niagara
City of Port Colborne	✓	Regional Municipality of Niagara
Town of Grimsby	✓	Regional Municipality of Niagara
Town of Lincoln	✓	Regional Municipality of Niagara
City of Thorold	✓	Regional Municipality of Niagara
City of Mississauga	✓	Regional Municipality of Peel
City of Brampton	✓	Regional Municipality of Peel
City of Kitchener	✓	Regional Municipality of Waterloo
City of Cambridge	✓	Regional Municipality of Waterloo
City of Waterloo	✓	Regional Municipality of Waterloo
Township of Woolwich	✓	Regional Municipality of Waterloo
Township of Wilmot	✓	Regional Municipality of Waterloo
City of Markham	✓	Regional Municipality of York
City of Vaughan	✓	Regional Municipality of York
Town of Richmond Hill	✓	Regional Municipality of York
Town of Whitchurch-Stouffville	✓	Regional Municipality of York
Town of Newmarket	✓	Regional Municipality of York

Municipality	Has a GOS Account	Housing Service Manager
Town of Aurora	✓	Regional Municipality of York
Township of King	✓	Regional Municipality of York
Town of East Gwillimbury	✓	Regional Municipality of York
City of Brockville	✓	United Counties of Leeds and Grenville

Appendix B: Ministry of Housing Contacts

Municipal Services Office – Central

777 Bay Street 13th Floor
 Toronto, ON, M5G 2E5
 General Inquiry: 416-585-6226
 Toll Free: 1-800-668-0230
 Fax: 416-585-6882

Contact: Ian Russell, Team Lead, Regional Housing Services
 Tel: 416-585-6965
 Email: ian.russell@ontario.ca

Serving: Durham, Halton, Hamilton, Niagara, Muskoka, Peel, Simcoe, York

Municipal Services Office – Eastern

8 Estate Lane, Rockwood House
 Kingston, ON, K7M 9A8
 General Inquiry: 613-545-2100
 Toll Free: 1-800-267-9438
 Fax: 613-548-6822

Contact: Mila Kolokolnikova, Team Lead, Regional Housing Services
 Tel: 613-545-2123
 Email: mila.kolokolnikova@ontario.ca

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 Lennox and Addington, Northumberland, Ottawa, Peterborough, Prescott and
 Russell, Renfrew

Municipal Services Office – Western

659 Exeter Road, 2nd Floor
 London, ON, N6E 1L3
 General Inquiry: 519-873-4020
 Toll Free: 1-800-265-4736
 Fax: 519-873-4018

Contact: Pearl Dougall, Senior Housing Advisor,
 Tel: 519-873-4521
 Email: pearl.dougall@ontario.ca

Cynthia Cabral, Senior Housing Advisor,
 Tel: 519-873-4520
 Email: cynthia.cabral@ontario.ca

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Municipal Services Office – Northeastern

159 Cedar Street, Suite 401
Sudbury, ON, P3E 6A5
General Inquiry: 705-564-0120
Toll Free: 1-800-461-1193
Fax: 705-564-6863

Contact: Cindy Couillard, Team Lead, Regional Housing Services
Tel: 705-564-6808
Email: cindy.couillard@ontario.ca

Serving: Algoma, Cochrane, Greater Sudbury, Manitoulin-Sudbury, Nipissing, Parry Sound, Sault Ste. Marie, Timiskaming

Municipal Services Office – Northwestern

435 James Street, Suite 223
Thunder Bay, ON, P7E 6S7
General Inquiry: 807-475-1651
Toll Free: 1-800-465-5027
Fax: 807-475-1196

Contact: Peter Boban, Team Lead, Regional Housing Services
Tel: 807-473-3017
Email: peter.boban@ontario.ca

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Housing Programs Branch - Toronto

777 Bay Street, 14th Floor
Toronto, ON, M5G 2E5
Fax: 416-585-7003

Contact: Walter Battello, Account Manager, Regional Services Delivery Unit
Tel: 416-585-6480
Email: walter.battello@ontario.ca

Serving: Toronto

Market Housing Branch

777 Bay Street 14th Floor
Toronto, ON, M5G 2E5
General Inquiry: 416-585-5872
Fax: 416-585-7607

Contact: Madhavi Patel
Tel: 416-585-6838
Email: madhavi.patel@ontario.ca

Carly Steinman
Tel: 416-585-7638
Email: carly.steinman@ontario.ca

Appendix C: Applying Through Grants Ontario - Step-By-Step Instructions

All applications must be submitted electronically through Grants Ontario at www.grants.gov.on.ca.

If your municipality has a Grants Ontario account, please request the administrator of the account in your municipality to provide access to your municipality's account. You can contact Grants Ontario Customer Service at 416-325-6691 or toll free at 1-855-216-3090 or email: GrantsOntarioCS@Ontario.ca to obtain your municipality's GOS administrator contact information.

If your municipality does not have a Grants Ontario account, you can create one by following these steps:

- **Create a ONE-key account** at <https://www.iaa.gov.on.ca/iaalogin/IAALogin.jsp>. ONE-key provides secure access to Ontario government programs and services, including the Transfer Payment Common Registration (TPCR) system.
- **Access the TPCR system to register.** For instructions, please refer to the user guides at <http://www.grants.gov.on.ca/GrantsPortal/en/TransferPaymentCommonRegistration/HowtoRegister/index.htm>.
- **Request enrollment to the Grants Ontario System (GOS).** For assistance, please refer to "How to Access Grants Ontario from the Transfer Payment Common Registration System" at <http://www.grants.gov.on.ca/GrantsPortal/en/OntarioGrants/HowtoApply/index.htm>. Please allow sufficient time as confirmation of GOS access may take up to two business days. The grant application form can only be accessed once GOS confirmation is complete.

Office of the
County Warden



9 INTERNATIONAL DRIVE
PEMBROKE, ON, CANADA
K8A 6W5
613-735-7288
FAX: 613-735-2081
www.countyofrenfrew.on.ca

February 28, 2018

Premier Kathleen Wynne
Legislative Building
Queen's Park
Toronto, Ontario M7A 1A1
Via email: KWynne.mpp.co@liberal.ola.org

The Honourable Nathalie Des Rosiers
Minister of Natural Resources and Forestry
Suite 6630, 6th Floor, Whitney Block
99 Wellesley Street West
Toronto, Ontario M7A 1W3
Via email: NDesRosiers.mpp@liberal.ola.org

Dear Premier Wynne and Minister Des Rosiers:

On February 28, 2018 the Council of the Municipal Corporation of the County of Renfrew passed the following resolution:

WHEREAS approximately 6,900 people in Renfrew County are directly or indirectly employed by the forest sector and many of our communities are highly reliant on the local forest industry;

WHEREAS approximately 30% of the productive forest land base on Crown lands in Renfrew County has some form of species at risk restriction on regular operations;

WHEREAS Crown forests are sustainably managed according to the *Crown Forest Sustainability Act* (CFSA). Species at Risk and all other forest values are protected using the best available science, and economic and social values should be weighted with equal importance;

WHEREAS it is desirable to allow forest managers and companies to continue to provide for species at risk under one Act, the CFSA, while an independent panel develops a long-term approach that protects species at risk and their habitat and minimizes impacts to the forest industry;

THEREFORE BE IT RESOLVED THAT the County of Renfrew asks that the Province provides the forest sector with the certainty it needs to invest in the future, through a 5-year extension in Section 22.1 of the *Endangered Species Act, 2007* instead of the proposed 2-year extension;

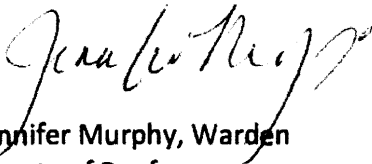
AND FURTHER BE IT RESOLVED THAT the County of Renfrew supports the establishment of an independent panel of credible stakeholders directly affected in their day-to-day lives by the management of Crown land forests who will look at the facts of the matter to come up with a long-term solution;

AND FURTHER BE IT RESOLVED THAT these decisions be made in a timely manner and shared before March 30, 2018;

AND FURTHER BE IT RESOLVED THAT the County of Renfrew circulate this resolution to the Premier of Ontario, the Minister of Natural Resources and Forestry, MPP John Yakabuski, Ontario Forestry Coalition, Ontario Forest Industries Association and all municipal councils of Ontario requesting that they endorse and support this resolution and communicate their support to the Ontario government.

The County of Renfrew recognizes that our communities, like many others in rural and northern Ontario, are dependent on the forest sector and have been impacted by the *Endangered Species Act* since its inception in 2007. We look forward to improvements to the Act that will lead to a better future for local businesses, communities and all species in the forests that surround us.

Yours sincerely,



Jennifer Murphy, Warden
County of Renfrew
warden@countyofrenfrew.on.ca

- c. MPP John Yakabuski, Renfrew-Nipissing-Pembroke
- All Municipalities of Ontario
- Ontario Forestry Coalition
- Ontario Forest Industries Association
- Ottawa Valley Forest Inc.
- Algonquin Forestry Authority