

By-law Number 27-2018
of The Regional Municipality of Durham

Being a by-law to adopt Amendment #171 to the Durham Regional Official Plan.

Whereas the Planning Act, R.S.O. 1990, c.P.13, as amended, authorizes the Regional Municipality of Durham to pass by-laws for the adoption or repeal of Official Plans and amendments thereto; and

Whereas Amendment #171 to the Durham Regional Official Plan is exempt from approval of the Minister of Municipal Affairs by Ontario Regulation 525/97, as amended by Ontario Regulation 344/98, made pursuant to Section 17(9) of the Planning Act;

Now therefore, the Council of The Regional Municipality of Durham hereby enacts as follows:

1. Amendment #171 to the Durham Regional Official Plan is hereby adopted.
2. The Clerk of the Regional Municipality of Durham is hereby authorized and directed to give Notice of Adoption of the aforementioned Amendment to the Durham Regional Official Plan in accordance with the procedure adopted by Council for exempt amendments.
3. This By-law shall come into force and take effect on the day of final passing thereof.

This By-law Read and Passed on the 13th day of June, 2018.

G.L. O'Connor, Regional Chair and CEO

R. Walton, Regional Clerk

Amendment #171 to the Durham Regional Official Plan

Purpose and Effect:	The purpose of this Amendment is to implement key transportation network changes recommended through the Region of Durham's Transportation Master Plan.
Location:	The Regional Municipality of Durham
Basis:	On December 13, 2017, the Final Transportation Master Plan (TMP) was endorsed by Regional Council. As part of the recommendation to endorse the TMP, Regional Council also authorized initiating the amendment process to incorporate the relevant portions of the TMP into the Regional Official Plan. This is the first amendment to incorporate changes recommended through the TMP, which makes changes to the transportation network as well as to related supporting policies.
Amendment:	<p>This amendment implements over 70 additions, changes and deletions to the designations of arterial road sections on Schedule 'C' – Maps 'C1' and 'C2'; updates the Transit Priority Network (Map 'C3') and Strategic Goods Movement Network maps (Map 'C4'); and includes a number of policy changes in Section 11 – Transportation System and Schedule 'E', Table 'E7' – Arterial Road Criteria to support the proposed network changes. Revisions to Schedule 'A', Map 'A4' – Regional Structure are also included in the amendment, as a result of the changes to network designations in the Schedule 'C' maps.</p> <p>The specific contents of the amendment are included in Appendix 1 below.</p>
Implementation:	The provisions set forth in the Durham Regional Official Plan regarding implementation of the Plan shall apply in regard to this Amendment.
Interpretation:	The provisions set forth in the Durham Regional Official Plan regarding the interpretation of the Plan shall apply in regard to this Amendment.

Appendix 1 – Actual 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;
 - Re-designating certain "Commuter Rail" designations into a new "Protect for Future Commuter Rail" designation;

- 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 Thickson Road, subject to further study by the Town of Whitby and Ministry of Transportation, that may be updated without amendment to this Plan.”
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”.

Item	Old Section Number	New Section Number	Details of Policy Amendment
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.
11.		11.3.15	Add a new policy to Section 11.3 to read as follows: “The Region recognizes the need to improve east-west transportation linkages south of Highway 401. The Region also recognizes the importance of Waterfront Areas as “people places”, and providing public access to the waterfront and open spaces. As such, the potential for an east-west connection between South Blair Street and Thickson Road, south of Victoria Street in the Town of Whitby, will be considered in conjunction with any proposal to redevelop the existing uses in the Employment Area north of Ronald C. Deeth Park.”
12.	11.3.17	11.3.18	In the second sentence, add the words “, which provides inter-regional and inter-municipal service,” after the words “Transit Priority Network”.
13.	11.3.17 a)	11.3.18 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”.
14.		11.3.18 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;”
15.		11.3.18 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;”

Item	Old Section Number	New Section Number	Details of Policy Amendment
16.	11.3.17 b)	11.3.18 d)	Replace the words “commuter stations” with “Transportation Hubs and Commuter Stations”.
17.		11.3.18 e)	Add a new policy subsection to read as follows: ““Protect for Future Commuter Rail” corridors that identify future connections on existing rail corridors beyond 2031;”
18.	11.3.17 c)	11.3.18 f)	
19.	11.3.17 d)	11.3.18 g)	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”. Add the following sentence to the end of the subsection: “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.”
20.	11.3.18	11.3.19	Replace the words “Transportation Hubs, Commuter Stations and Transit Spines” with “Transportation Hub, Commuter Station, Rapid Transit Spine and the High Frequency Transit Network”.
21.	11.3.18 a)	11.3.19 a)	Replace the words “transit spines are” with “a Rapid Transit Spine or the High Frequency Transit Network is”.
22.	11.3.19	11.3.20	Delete the first sentence of the policy. 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,”.
23.	11.3.24	11.3.25	Replace the word “walking” with “ <i>active transportation</i> ” and replace the words “pedestrian conditions” with “connections”.

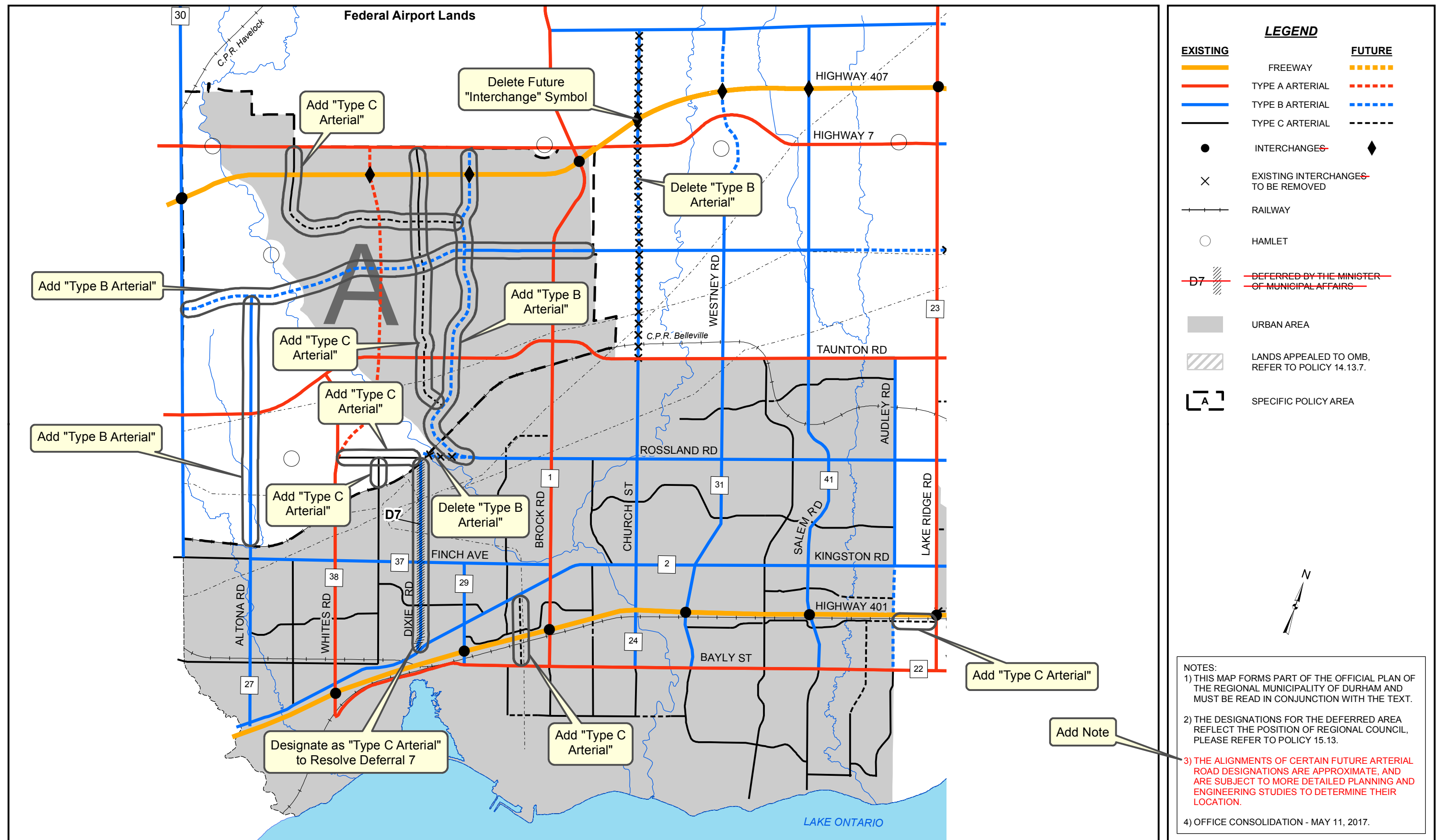
Item	Old Section Number	New Section Number	Details of Policy Amendment
24.	11.3.28	11.3.29	Delete the paragraph in its entirety, and replace with: “The Region recognizes the 1997 Agreement between the City of Oshawa and Federal Government that guarantees the operation of the Oshawa Executive Airport for fifty years unless a new airport at Pickering opens, in which case Oshawa has committed to continue operating the Executive Airport until at least 2033. Should the Oshawa Executive Airport cease operation, 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.”

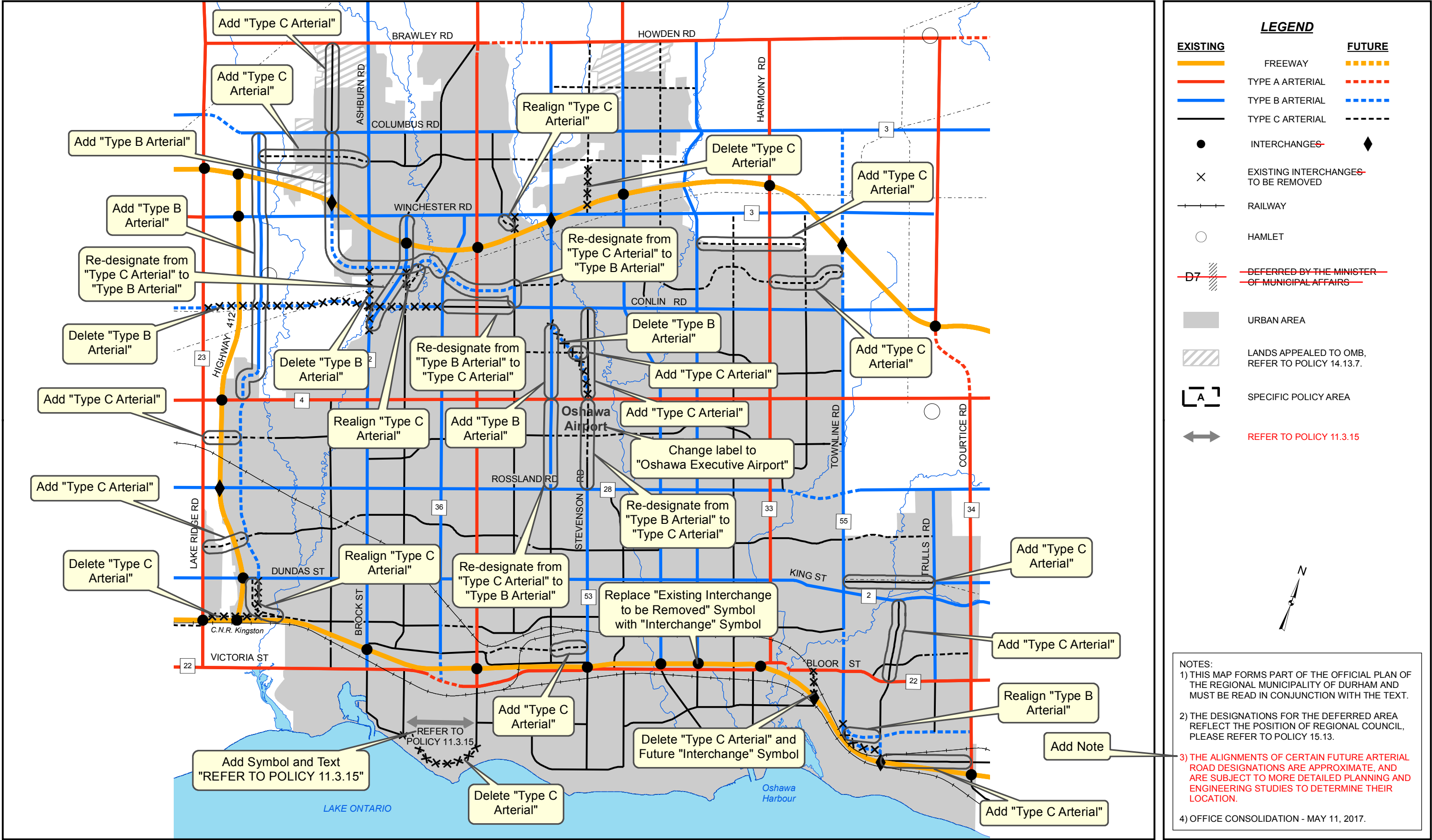
Table 2

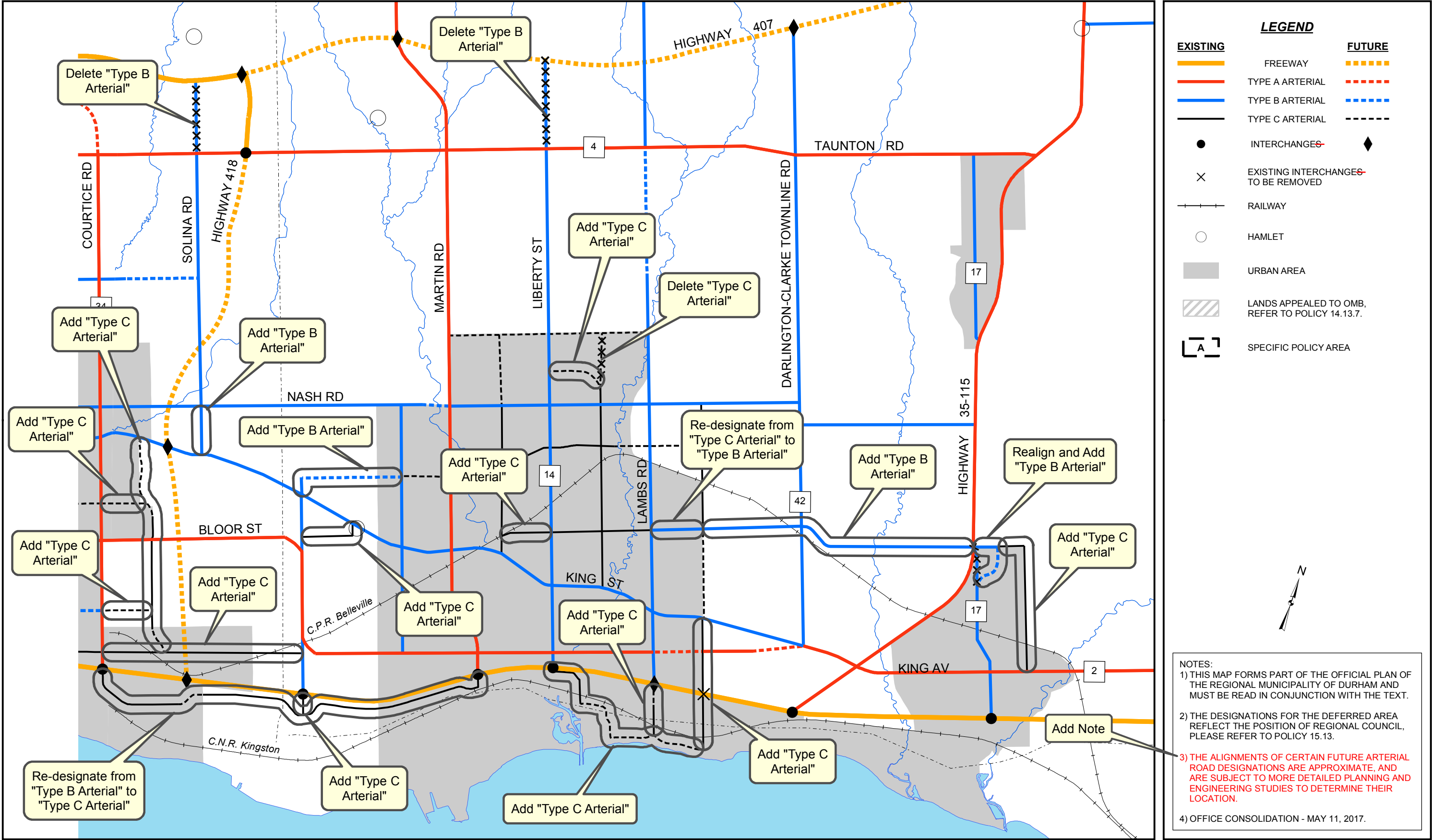
Policy Amendments to Schedule ‘E’ – Table ‘E7’ – Arterial Road Criteria

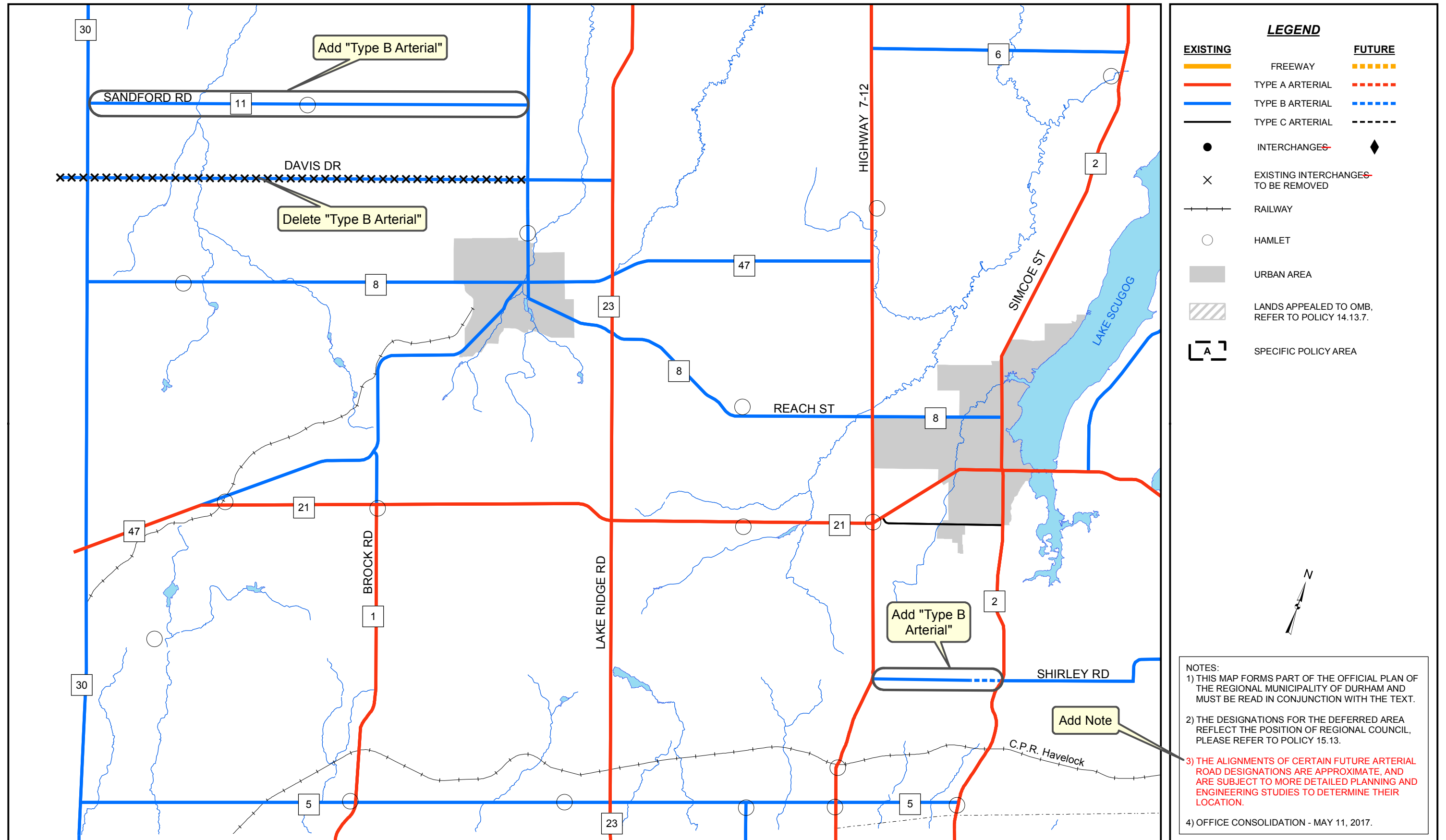
Item	Criteria	Details of Policy Amendment
1.	Classification Criteria – Travel Speed	Under the Definition column, delete the second sentence.
2.	Classification Criteria – Minimum Intersection Spacing	Under the Definition column, in the first sentence, replace the words “should not be” with “a minimum 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	Under the Type A Arterial column, delete the word “and” and replace with “,” following “freeways”; add the words “and collectors” after the word “arterials”. 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”.
5.	Transit	Under the Type A Arterial column, replace the words “regional transit spines” with “Rapid Transit Spines, High Frequency Transit Network and Other Transit Connections”. Under the Type B Arterial column, replace the words “regional transit spines” with “Rapid Transit Spines, High Frequency Transit Network and Other Transit Connections”. Under the Type C Arterial column, replace the words “local transit corridors and connectors to regional transit spines” with “High Frequency Transit Network”.
6.	Cycling and Pedestrian Provisions	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”. 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”. 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”.

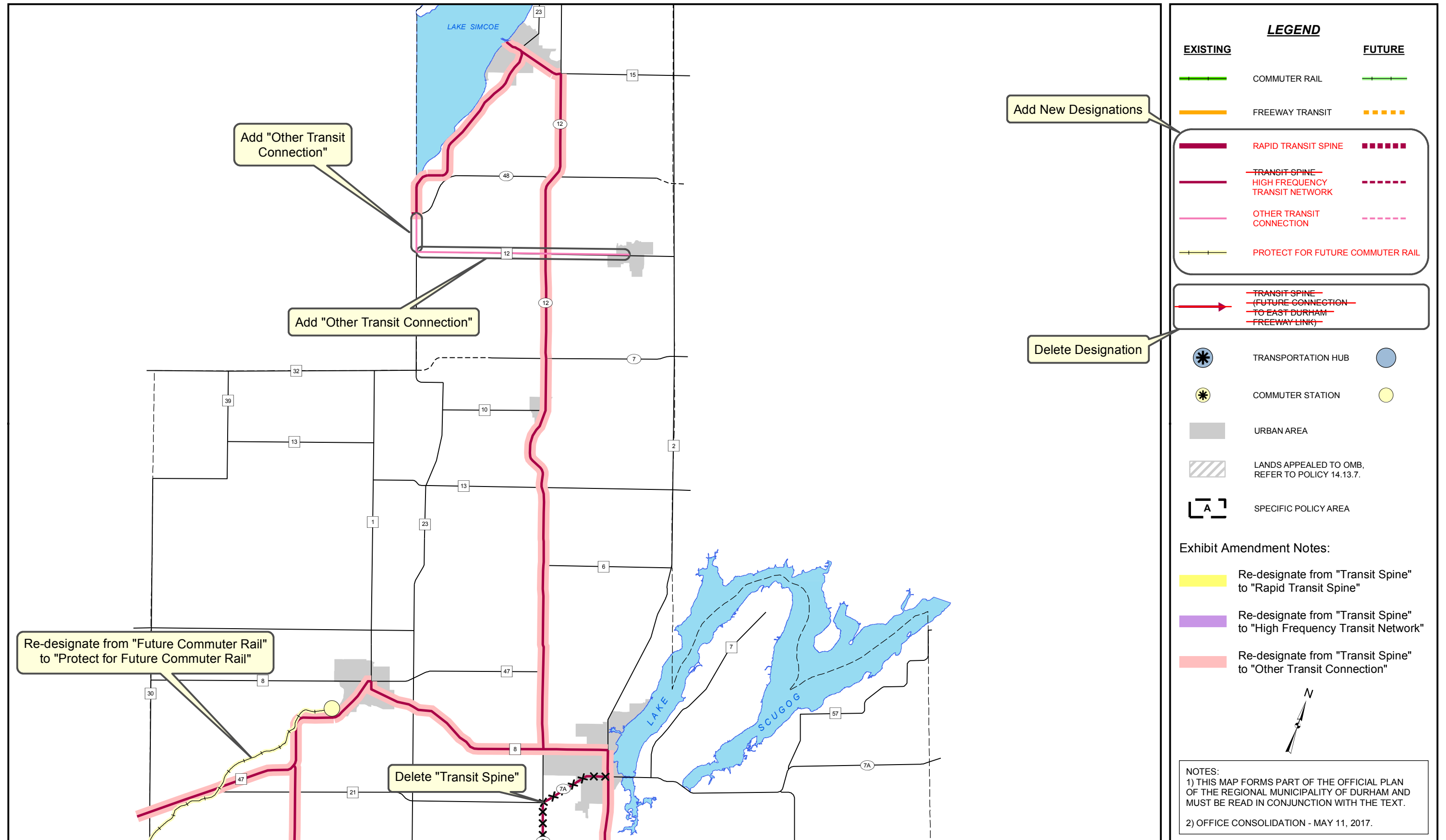
Item	Criteria	Details of Policy Amendment
7.	Right-of-Way Width	<p>Under the Type A Arterial column, in the first criterion, add “**” to refer to the exemption policy after “36-45 m right-of-way”. In the third criterion, replace the word “channelized” with “left and”. In the fourth criterion, add the 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, add new criteria following the second criterion (“36 m for ultimate 4-lane cross-section”) as follows:</p> <p>“Notwithstanding the above right-of-way criteria, 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 noted sections,” before the words “4 lanes”.</p>

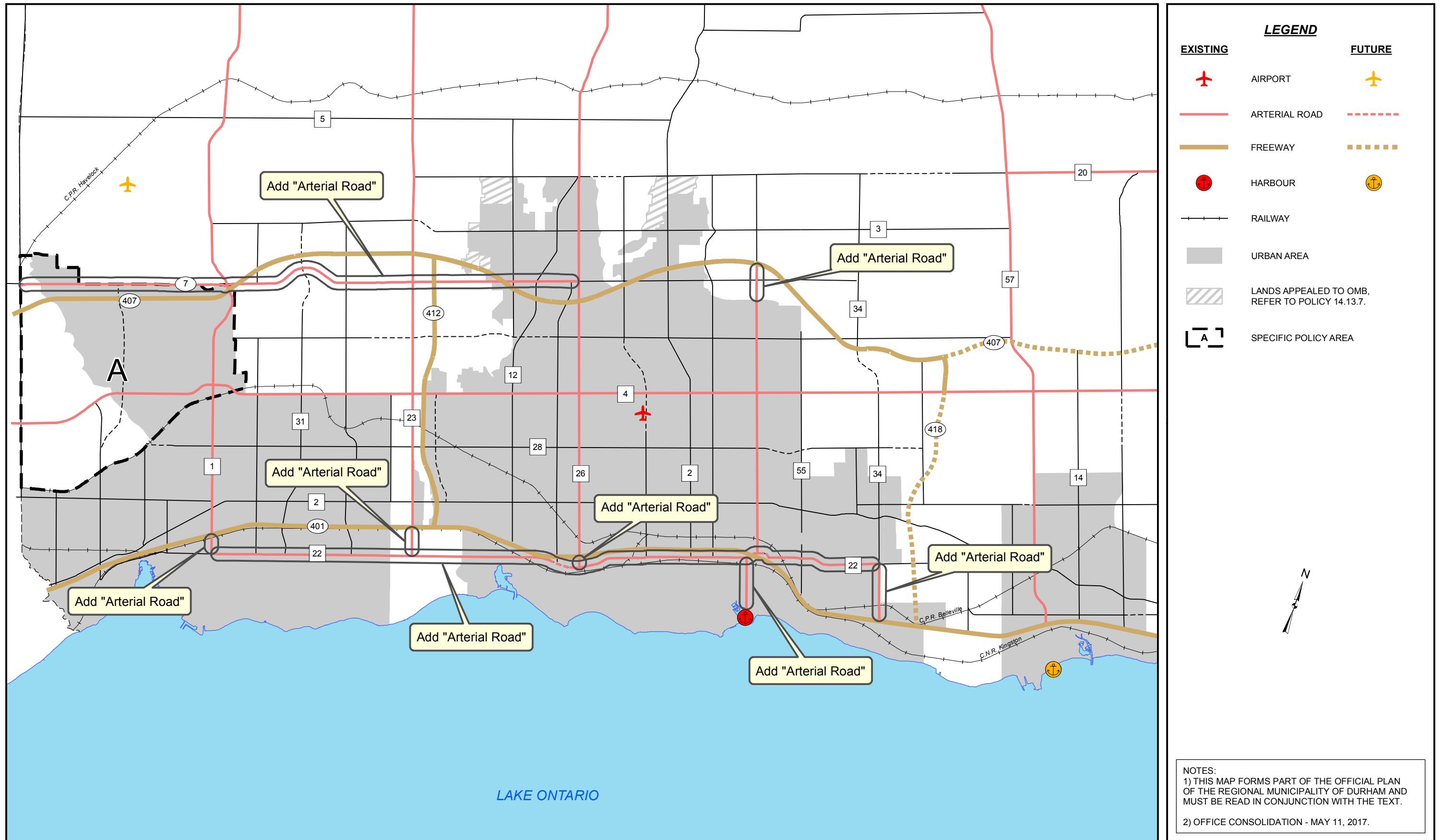


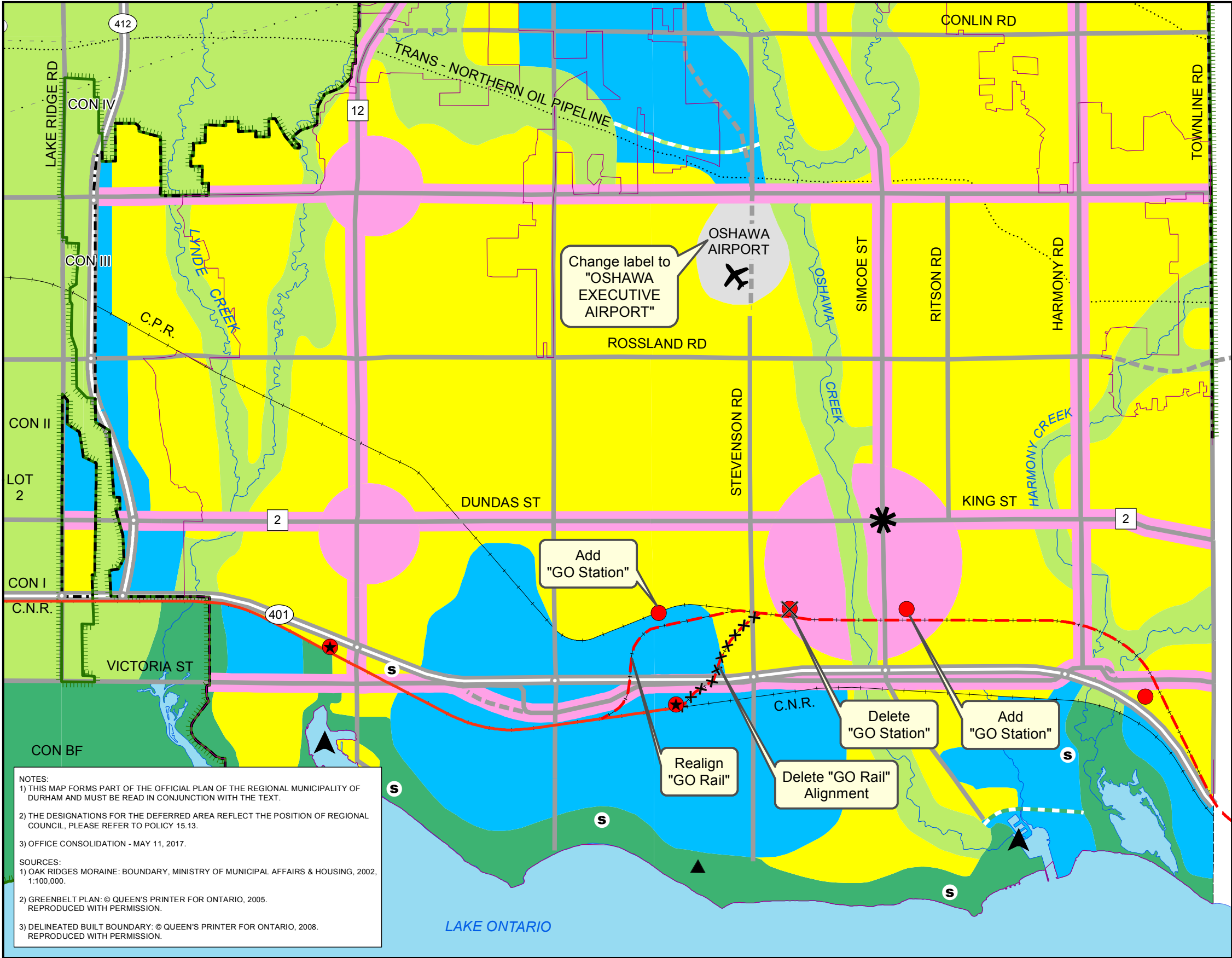












LEGEND

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

- ARTERIAL ROAD
- FREEWAY
- INTERCHANGE
- GO RAIL
- GO STATION

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

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.

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.