



The Regional Municipality of Durham Report

To: Committee of the Whole
From: Commissioner of Planning and Economic Development
Report: #2018-COW-120
Date: June 6, 2018

Subject:

Decision Meeting Report

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

Recommendations:

That the Committee of the Whole recommends to Regional Council:

- A) That Amendment #171 to the Durham Regional Official Plan; to implement key transportation network changes recommended in the Transportation Master Plan, be adopted as contained in Attachment #1 to Commissioner's Report #2018-COW-120; and
 - B) That "Notice of Adoption" be sent to the area municipalities, the Ministry of Municipal Affairs, Ministry of Transportation, Metrolinx, Parks Canada, conservation authorities, neighbouring municipalities, and to all persons or public bodies who made a submission or requested notification of the decision.
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Report:

1. Background

- 1.1 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). The amendment that is the subject of this report is

the first planning instrument responding to recommended changes in the planned transportation network.

- 1.2 On April 4th, Report #2018-COW-50 was presented to Committee of the Whole, which included the proposed amendment to the ROP to implement a number of transportation network changes recommended through the TMP. The report also included a proposed modification to the ROP to resolve Deferral 7, which pertains to the deferred designation of Dixie Road in the City of Pickering as a Type B Arterial road.
- 1.3 The proposed amendment to the ROP included:
 - Approximately 70 additions, changes and deletions to the designations of arterial road sections on Maps 'C1' and 'C2' – Road Network;
 - Updating the Transit Priority Network (Map 'C3');
 - Updating the Strategic Goods Movement Network (Map 'C4');
 - Several changes to policies in Section 11 – Transportation System and Schedule 'E', Table 'E7' – Arterial Road Criteria to support the proposed network changes.
- 1.4 There are several other actions recommended through the TMP that have implications on ROP policy, but will require additional time to prepare, consider and implement, and are therefore not included as part of this amendment. These actions will be addressed through "Envision Durham", the Region's Municipal Comprehensive Review (MCR), as they have broader implications on other aspects of the ROP.

2. Recommended Amendment

- 2.1 The recommended amendment makes several changes to the proposed amendment presented at the April 4th Committee of the Whole meeting, based on comments received from area municipalities and other agencies. These changes are summarized in the Consultation section below.
- 2.2 Attachment #1 details the recommended changes to the transportation network schedules in the ROP, and implements key transportation network recommendations included in the TMP. These changes are illustrated through the following exhibits:

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- 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.
- 2.3 The recommended amendment also proposes several changes to policies in Section 11 – Transportation System and Schedule 'E', Table 'E7' – Arterial Road Criteria in the ROP.
- 2.4 Excerpts of the ROP incorporating the recommended amendment, if approved, are included in Attachment #2.
- 3. Proposed Resolution to Provincial Deferral 7 (Dixie Road, Pickering)**
- 3.1 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.
- 3.2 A letter was sent to Ministry staff to request further approval of the ROP, by modifying the ROP to designate Dixie Road (between Third Concession Road and Kingston Road) as a Type C Arterial. In its comments back to the Region (refer to Attachment #3) Ministry staff indicated that the deferral is exempt from the Minister's approval, consistent with other Regional Official Plan Amendment applications since January 19, 1998, pursuant to O. Reg. 525/97 of the Planning Act. Accordingly, the modification presented in the Public Meeting Report #2018-COW-50 has been included as part of the recommended amendment (OPA 2018-

002).

- 3.3 The designation of the existing section of Dixie Road remains deferred in the Pickering Official Plan, but as a Type C Arterial. Approval of the Type C Arterial designation in the ROP, will enable the related deferrals (Deferrals 11, 12 and 44) in the Pickering OP to be approved by the Commissioner of Planning and Economic Development, through the Commissioner's delegated authority as authorized by Regional Council.

4. Consultation

- 4.1 This application has been circulated to various 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, the Mississaugas of Scugog Island First Nation, and the conservation authorities.

Public Consultation

- 4.2 At the April 4th Committee of the Whole, the consultation period was extended to April 30. All comments received as of May 15th have been considered by staff.
- 4.3 Attachment #4 contains the comments received on the proposed amendment from several area municipalities, Central Lake Ontario Conservation Authority (CLOCA), Toronto and Region Conservation Authority (TRCA), Ministry of Municipal Affairs (including comments from MTO) and Metrolinx. Responses to these comments prepared by Regional staff are included, and whether the comment required a change to the proposed amendment that was presented at the April 4th Public Meeting. No other comments were received as of the date of the preparation of this report.
- 4.4 At the April 4th Public Meeting, one delegation spoke regarding the application. In addition, one written submission has been received to date. Concerns raised by the delegation related to the reconstruction of Taunton Road in Clarington, proposed realignment of Hancock Road and signage related to creek valleys along Regional Highway 2 (similar to Greenbelt signage) for response by Works Department staff. The written submission related to a question regarding a particular Durham Region Transit bus route.
- 4.5 The following changes to the proposed amendment have been included based on reviewing the comments received, as follows:

- a) Correct the location of the Grandview GO Station on Schedule 'C', Map 'C3' – Transit Priority Network (recommended through COW deliberations on April 4th).
- b) Revising the wording of Policy 11.3.28 in the proposed amendment to recognize that the operation of Oshawa Executive Airport is beyond the 2031 timeframe of the ROP, based on a 1997 agreement between the City of Oshawa and the federal government. Accordingly, the policy will be revised as follows:

“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.”

- c) Delete the designation of Water Street, from South Blair Street to Thicksen Road, as a future Type C Arterial, and add a new policy to Section 11.3 (and reference this policy on Map 'C2' – Road Network) 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 Thicksen 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.”

- d) Relocate the designation of the future Thornton Road GO Station (Thornton's Corners) further west for accuracy on Schedule 'C', Map 'C3' – Transit Priority Network and Schedule 'A', Map 'A4' – Regional Structure.
- e) Extend the designation of the High Frequency Transit Network designation easterly on King Street in Bowmanville, from Regional Road 57/Waverley Road to Liberty Street.
- f) Add wording to the Notes section on Schedule 'C', Maps 'C1' and 'C2' to complement policy 11.3.2, as follows:

“The alignments of certain future arterial road designations are approximate, and are subject to more detailed planning and engineering studies to determine their location.”

- g) Add a new designation called “Protect for Future Commuter Rail” to Schedule

'C', Map 'C3' – Transit Priority Network, and designate the CPR Havelock Line and Metrolinx line to Uxbridge.

h) Minor edit to policy 11.3.17 to correct a typographical error.

Departmental Comments

4.6 The proposed amendment was also circulated to other Regional departments, including the Regional Works Department and Regional Health Department. No objections to the proposed amendment application were identified. Region's Corporate Services- Legal Services Division was consulted in the preparation of this report.

5. Provincial Policy Context

5.1 The recommended amendment is consistent with the policies of the Provincial Policy Statement (PPS) and conforms to the Provincial Growth Plan (2017) and Greenbelt Plan (2017). In implementing the TMP, the recommended amendment fulfils transportation related policies in the PPS, including:

- Providing transportation systems which facilitate the movement of people of goods and address projected needs, including corridor protection and rights-of-way for infrastructure;
- Using existing and planned infrastructure efficiently; and
- Improving connectivity among transportation systems, including connections which cross jurisdictional boundaries.

5.2 The recommended amendment also addresses several policies in the Provincial Growth Plan and Greenbelt Plan through implementing the network recommendations of the TMP. However, as noted earlier, other actions in the TMP related to land use or development review requirements will be addressed through Envision Durham. The policies that are addressed through the proposed amendment include:

- Providing connectivity among transportation modes for moving people and for moving goods;
- Offering a balance of transportation choices that reduces reliance upon the automobile, promotes transit and active transportation, and improves safety;

- Placing a high priority on transit planning in the overall network;
- Minimizing transportation infrastructure expansions in the Greenbelt, and particularly the Natural Heritage System, to the extent possible; and
- Demonstrating through an environmental assessment (where applicable), environmental impacts of future infrastructure projects are avoided or, if avoidance is not possible, minimized and to the extent feasible mitigated.

6. Conclusion

- 6.1 It is recommended that the amendment to the Durham Regional Official Plan to implement key transportation network changes be adopted, as set out in Attachment 1.

7. Notice of Meeting

- 7.1 Written notification of the meeting time and location of Committee of the Whole was sent to all who made oral or written submissions or requested notification, in accordance with Regional Council procedure.
- 7.2 The recommendation of the Committee of the Whole is scheduled to be considered by Council on June 13, 2018. If Council adopts the recommended amendment, Council's decision will be final unless appealed to the Local Planning Appeal Tribunal.

8. Attachments

Attachment #1: Recommended Amendment

Attachment #2: Excerpts of Regional Official Plan Incorporating the Recommended Amendment

Attachment #3 May 3, 2018 letter from Ministry of Municipal Affairs

Attachment #4: Comments Received on the Proposed Amendment and Responses

Respectfully submitted,

Original signed by

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

Recommended for Presentation to Committee

Original signed by

G.H. Cubitt, MSW
Chief Administrative Officer

Recommended Amendment

Regional Official Plan Amendment Application 2018-002

Amendment #171 to the Durham Regional Official Plan

- Purpose:** 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:** 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.
- The specific contents of the amendment are included in Appendix 1 below.
- Implementation:** The provisions set forth in the Durham Regional Official Plan regarding implementation of the Plan shall apply in regards to this Amendment.

Interpretation: The provisions set forth in the Durham Regional Official Plan regarding the interpretation of the Plan shall apply in regards 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 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”.

Item	Old Section Number	New Section Number	Details of Policy Amendment
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”.

Item	Old Section Number	New Section Number	Details of Policy Amendment
14.		11.3.18 b)	<p>Add a new policy subsection to read as follows:</p> <p>““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;”</p>
15.		11.3.18 c)	<p>Add a new policy subsection to read as follows:</p> <p>““Other Transit Connections” that facilitate longer-distance trips, providing direct links to Transportation Hubs and Commuter Stations from smaller urban and rural areas;”</p>
16.	11.3.17 b)	11.3.18 d)	<p>Replace the words “commuter stations” with “Transportation Hubs and Commuter Stations”.</p>
17.		11.3.18 e)	<p>Add a new policy subsection to read as follows:</p> <p>““Protect for Future Commuter Rail” corridors that identify future connections on existing rail corridors beyond 2031;”</p>
18.	11.3.17 c)	11.3.18 f)	

Item	Old Section Number	New Section Number	Details of Policy Amendment
19.	11.3.17 d)	11.3.18 g)	<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>
20.	11.3.18	11.3.19	<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>
21.	11.3.18 a)	11.3.19 a)	<p>Replace the words “transit spines are” with “a Rapid Transit Spine or the High Frequency Transit Network is”.</p>
22.	11.3.19	11.3.20	<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>

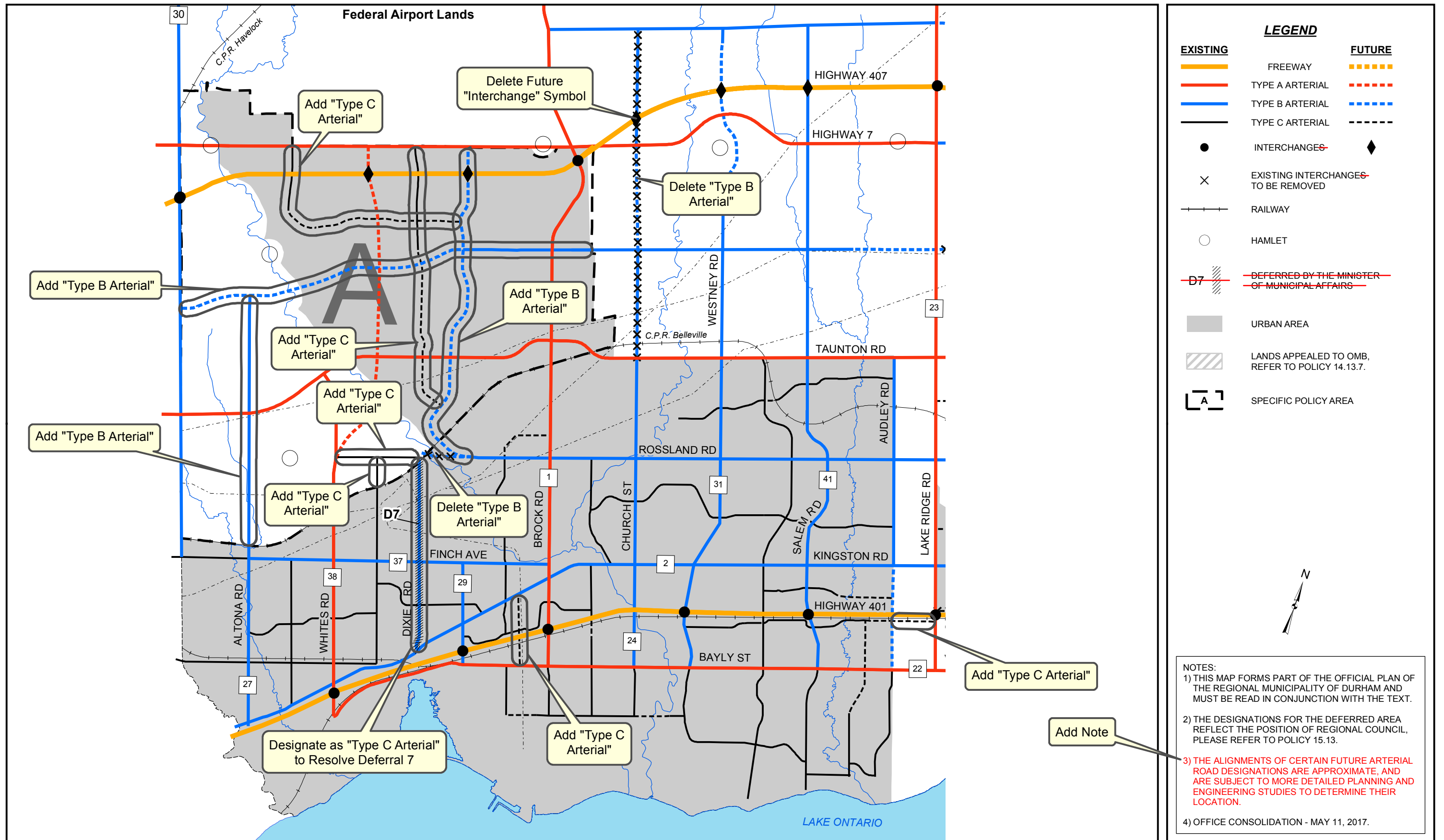
Item	Old Section Number	New Section Number	Details of Policy Amendment
23.	11.3.24	11.3.25	Replace the word “walking” with “ <i>active transportation</i> ” and replace the words “pedestrian conditions” with “connections”.
24.	11.3.28	11.3.29	Delete the paragraph in its entirety, and replace with: “The 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	<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, 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>

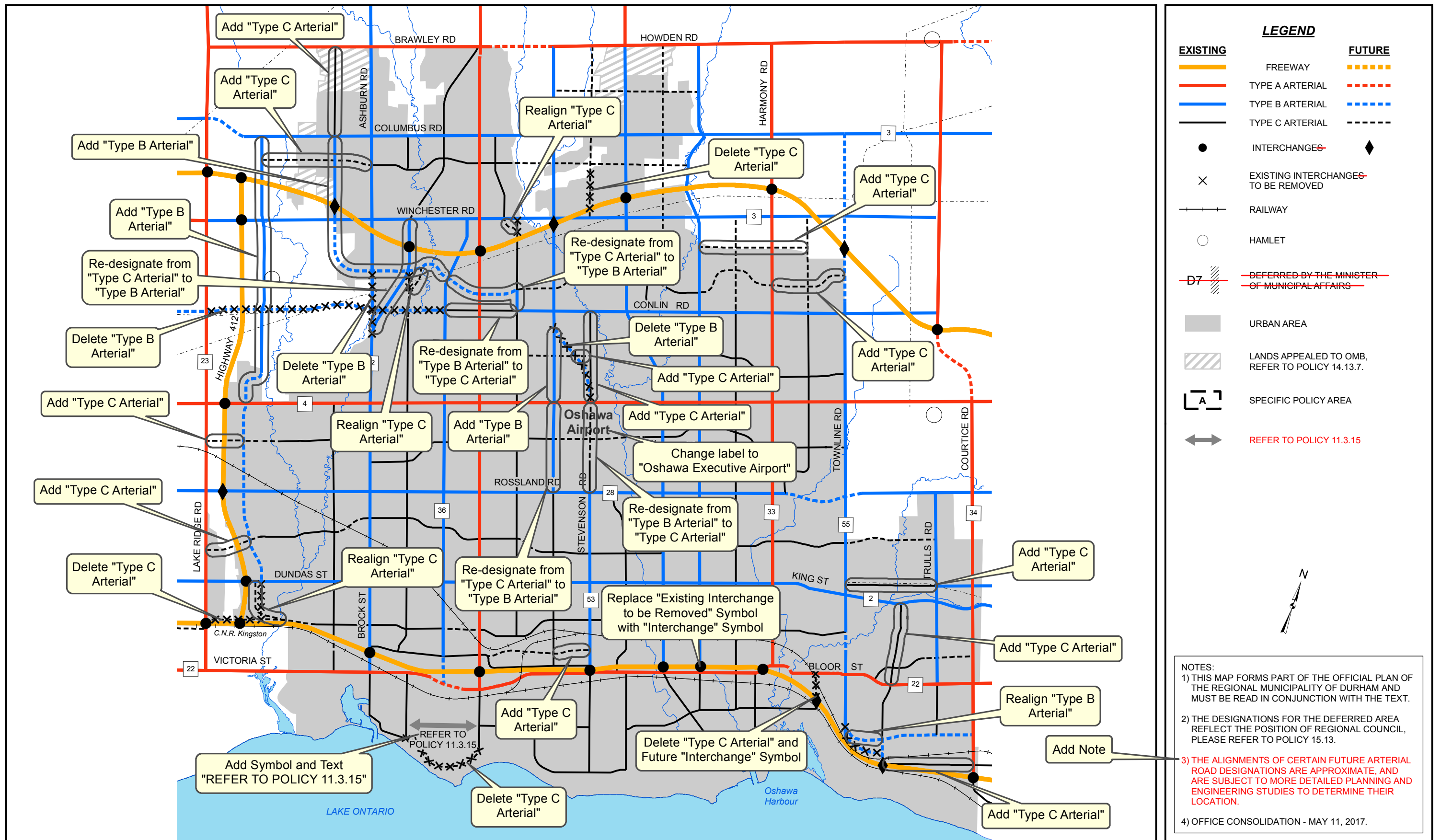


LEGEND

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:

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- THE ALIGNMENTS OF CERTAIN FUTURE ARTERIAL ROAD DESIGNATIONS ARE APPROXIMATE, AND ARE SUBJECT TO MORE DETAILED PLANNING AND ENGINEERING STUDIES TO DETERMINE THEIR LOCATION.
- OFFICE CONSOLIDATION - MAY 11, 2017.

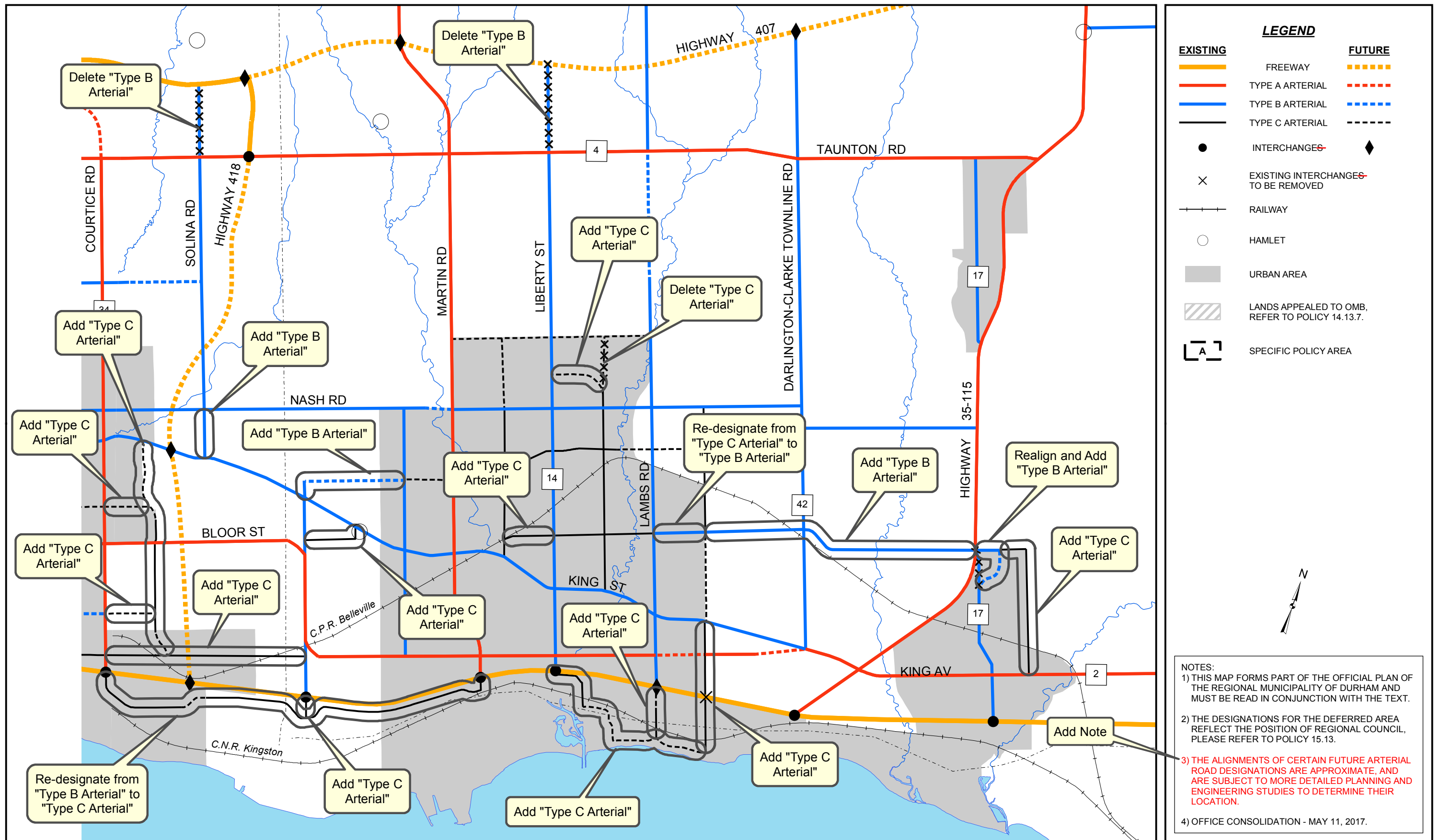


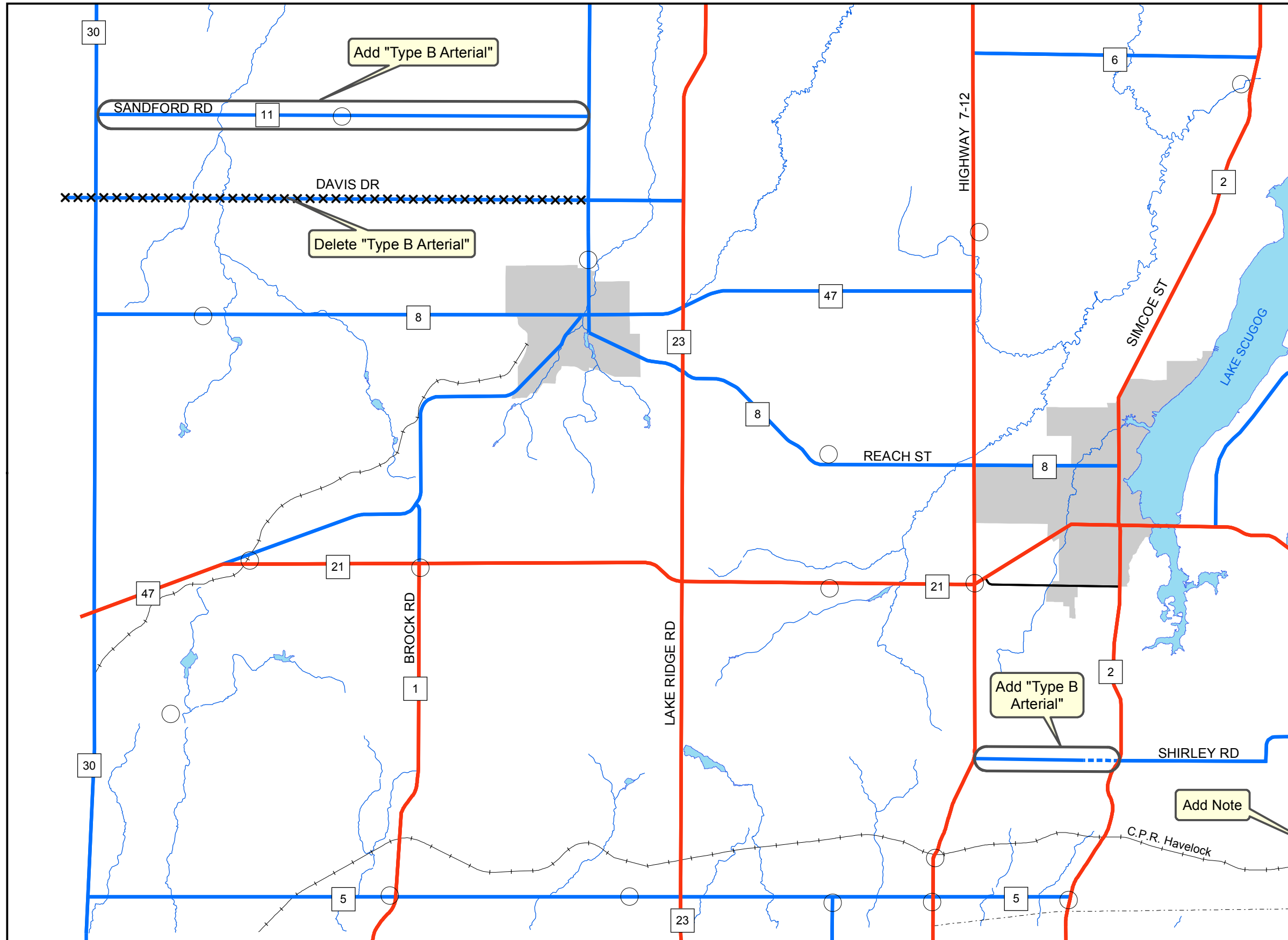
LEGEND

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	
	REFER TO POLICY 11.3.15	

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- 4) OFFICE CONSOLIDATION - MAY 11, 2017.



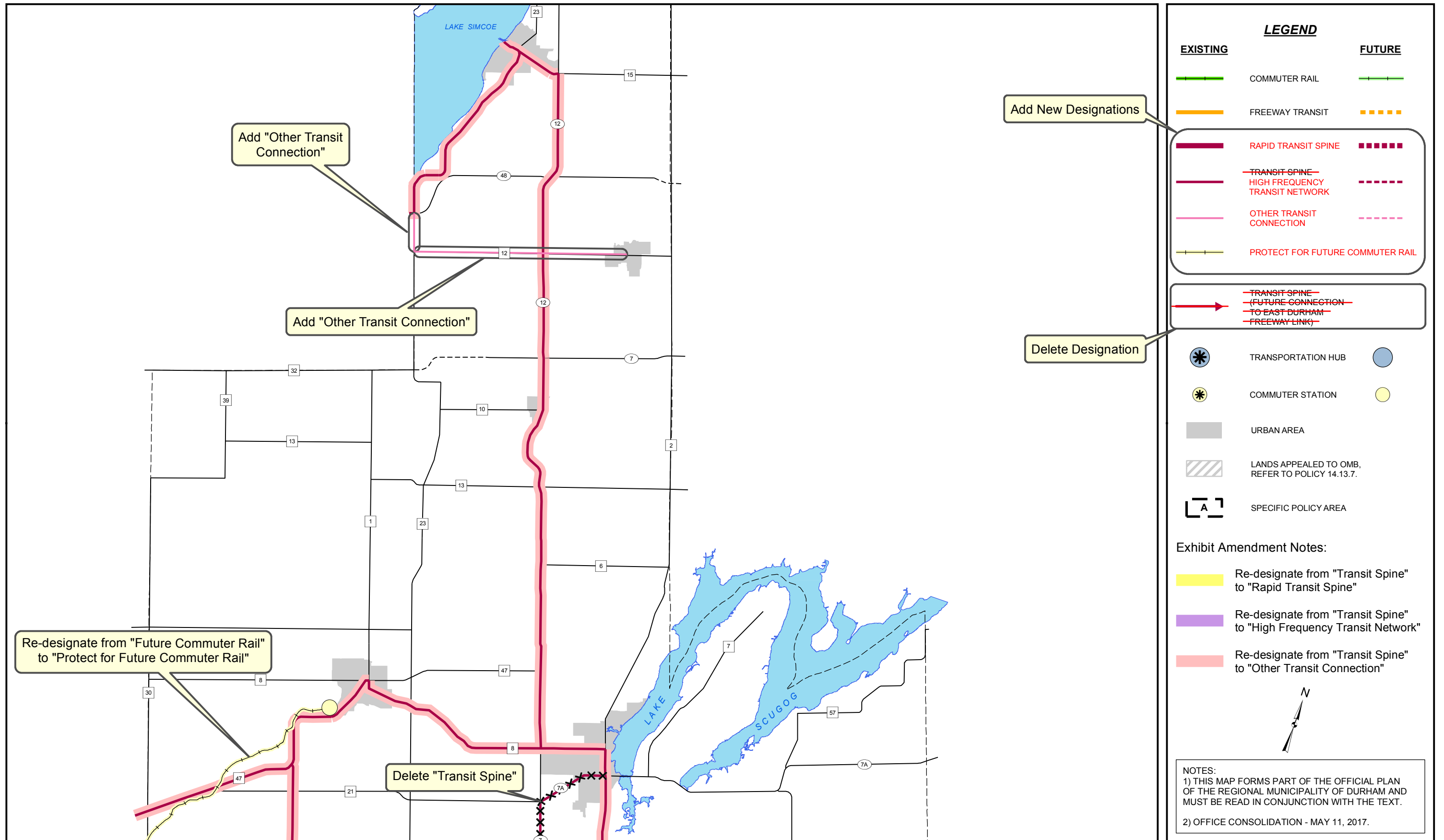


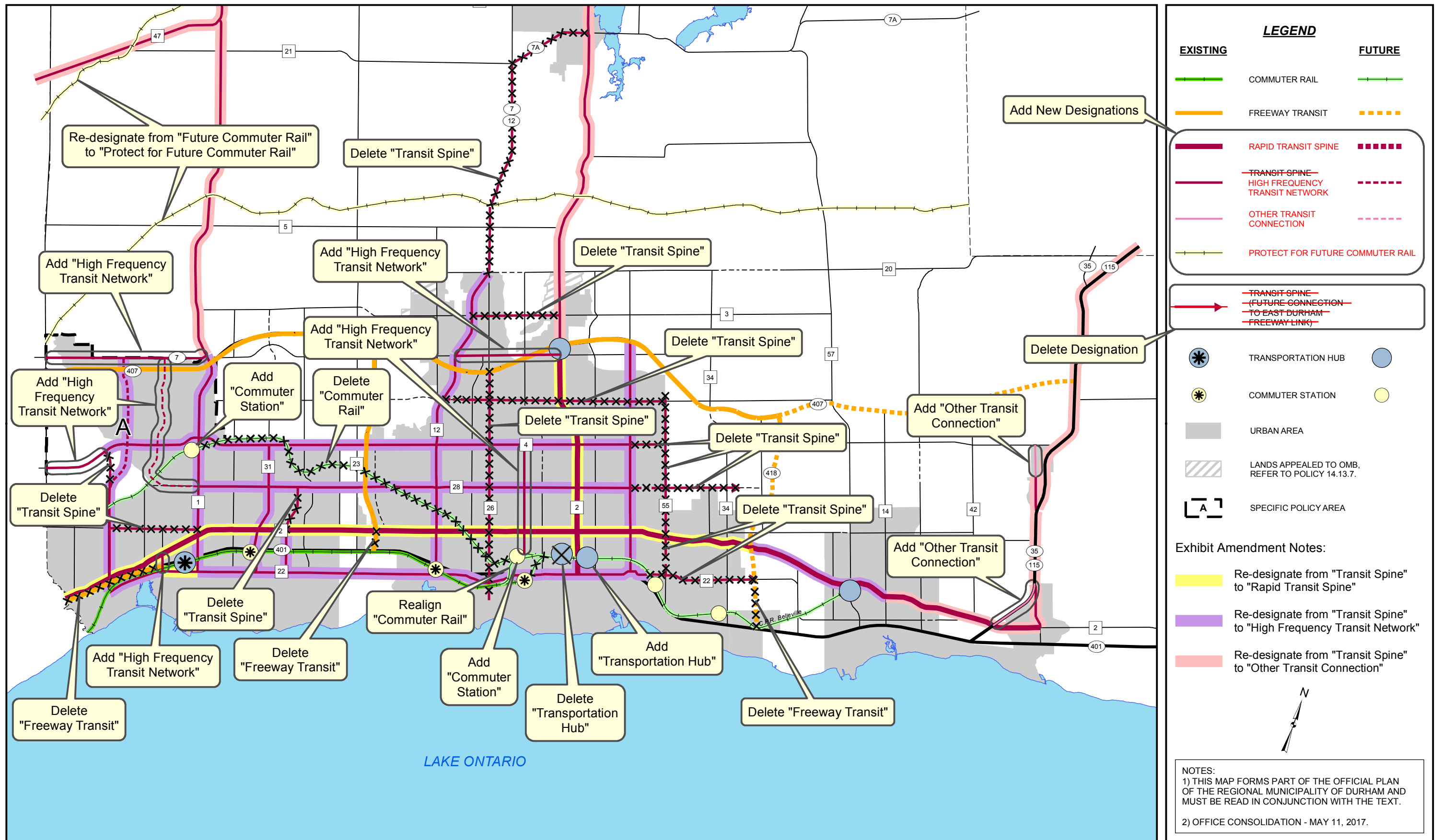
LEGEND

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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LEGEND

EXISTING		FUTURE
	COMMUTER RAIL	
	FREEWAY TRANSIT	
	RAPID TRANSIT SPINE	
	TRANSIT SPINE - HIGH FREQUENCY TRANSIT NETWORK	
	OTHER TRANSIT CONNECTION	
	PROTECT FOR FUTURE COMMUTER RAIL	

	TRANSIT SPINE - (FUTURE CONNECTION TO EAST DURHAM - FREEWAY LINK)
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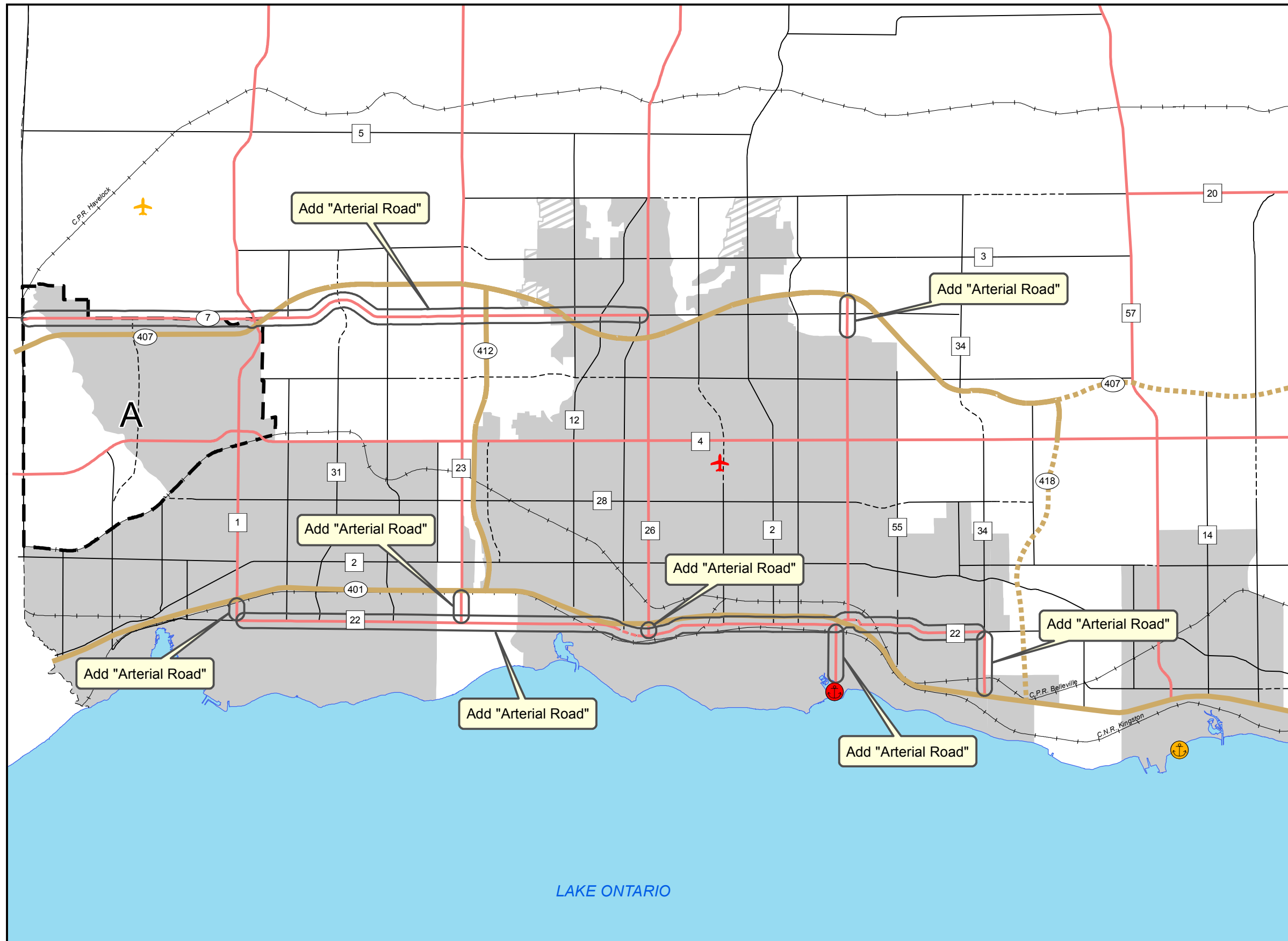
	TRANSPORTATION HUB	
	COMMUTER STATION	
	URBAN AREA	
	LANDS APPEALED TO OMB, REFER TO POLICY 14.13.7.	
	SPECIFIC POLICY AREA	

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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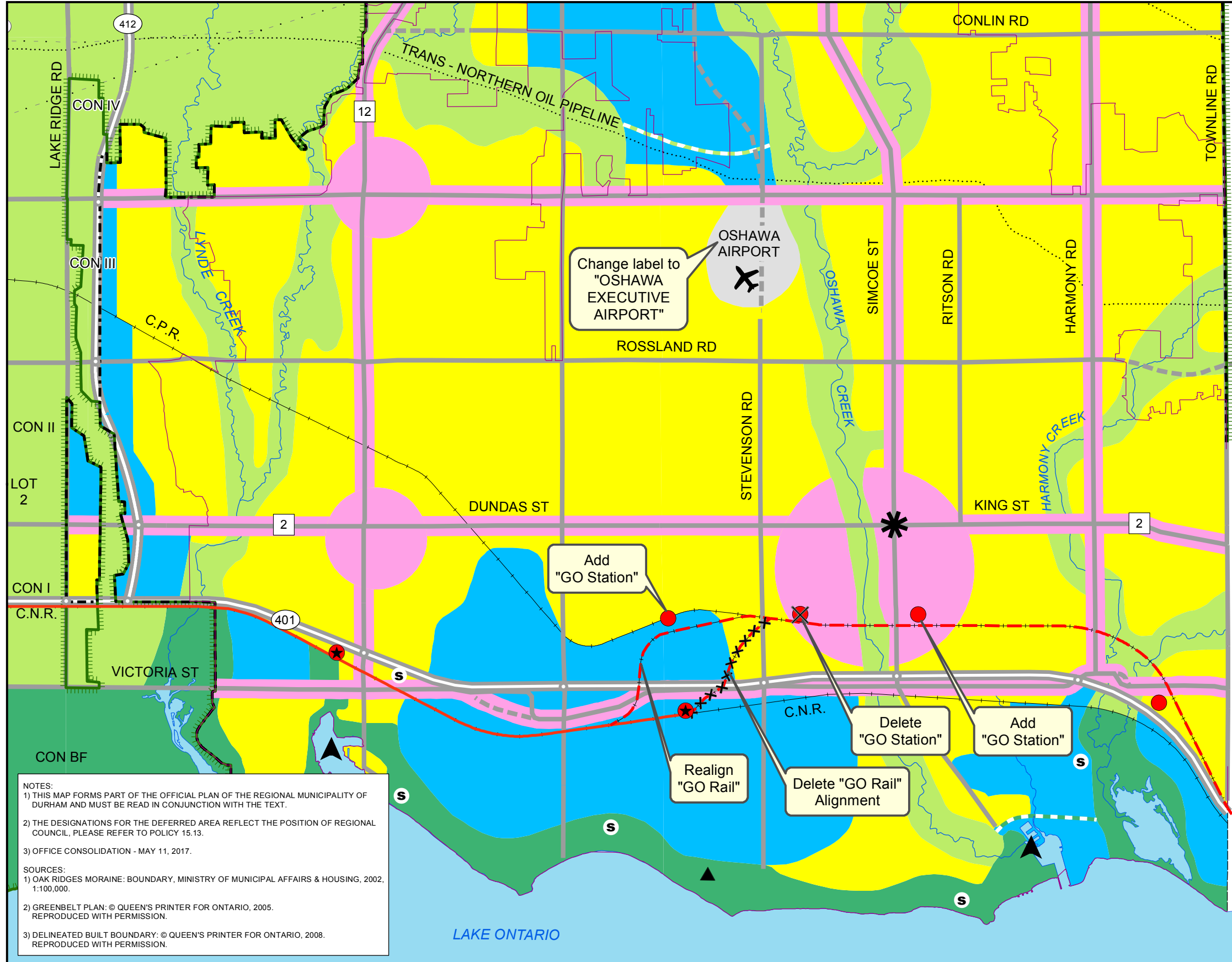


LEGEND

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

N

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 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

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 as part of a 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.
- 11.3.15 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.

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 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) "Protect for Future Commuter Rail" corridors that identify future connections on existing rail corridors beyond 2031;
 - f) "Transportation Hubs" that are major travel destinations and facilitate transfers between different modes of travel or between transit services; and
 - g) "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 transit terminals within dedicated commuter parking lots 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 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.

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-coordinated 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	<p>Rigid/Progressive access control</p> <p>Permit private access generally located a minimum of 200 metres apart in Urban Areas</p> <p>Permit large scale commercial and industrial developments, mixed use developments and higher density developments with shared or combined access</p>	<p>Incremental/Progressive access control</p> <p>Permit private access generally located a minimum of 80 metres apart in Urban Areas</p> <p>Promote higher densities with shared or combined access</p>	<p>Limited access control</p> <p>Promote higher densities with shared or combined access, or limit to single detached dwelling unit frontage</p>
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 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 the 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 the 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>30-36 m**&*** right-of-way</p> <p>36 m for ultimate 4-lane cross-section</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) 	<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
	<p>Maintain width through corridor for alignment of utilities and boulevard features</p> <p>4-6 lanes within the Urban Area and 2-6 lanes outside the Urban Area</p>	<ul style="list-style-type: none"> • 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 Rapid Transit Spines 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 noted 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.

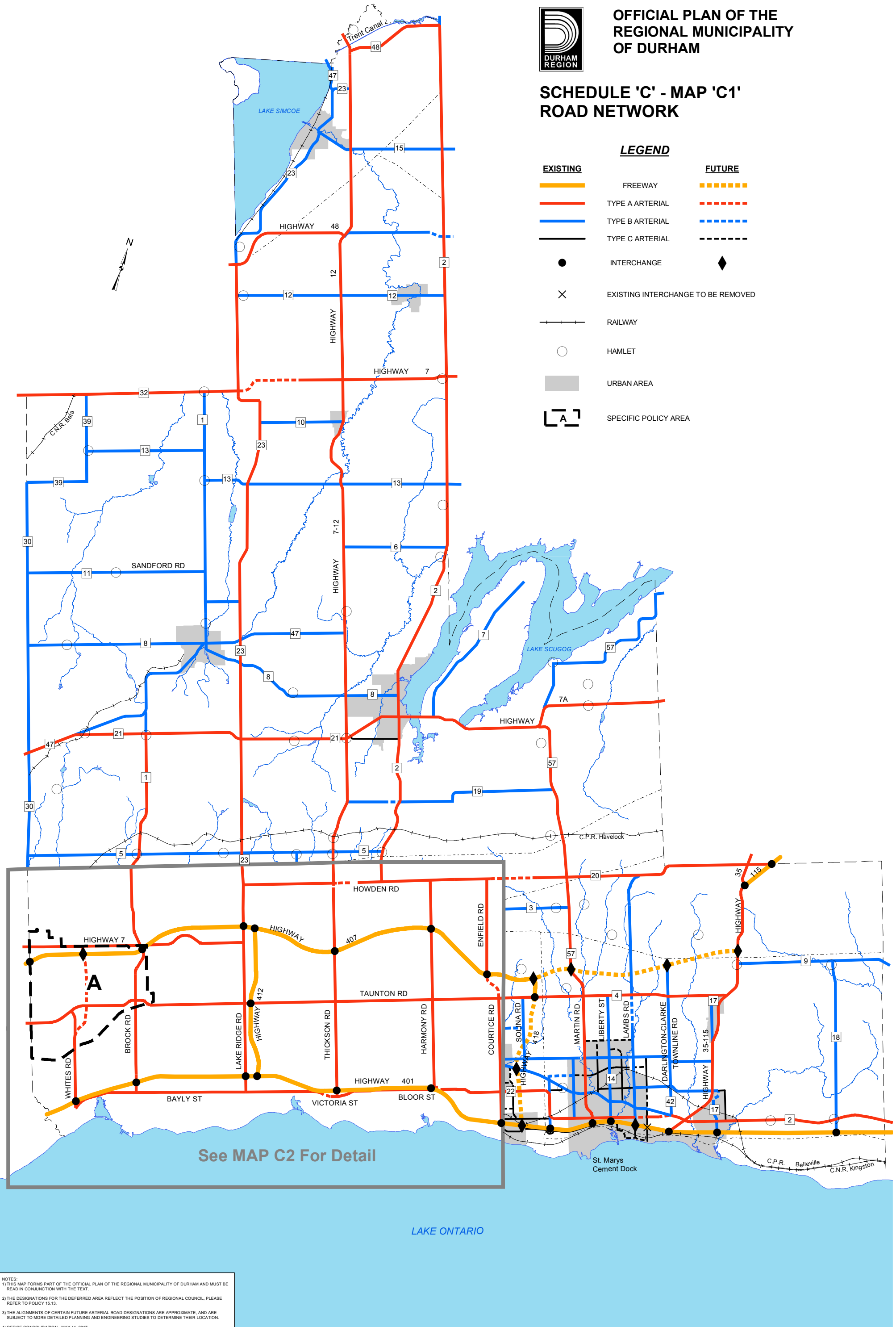


OFFICIAL PLAN OF THE
REGIONAL MUNICIPALITY
OF DURHAM

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	



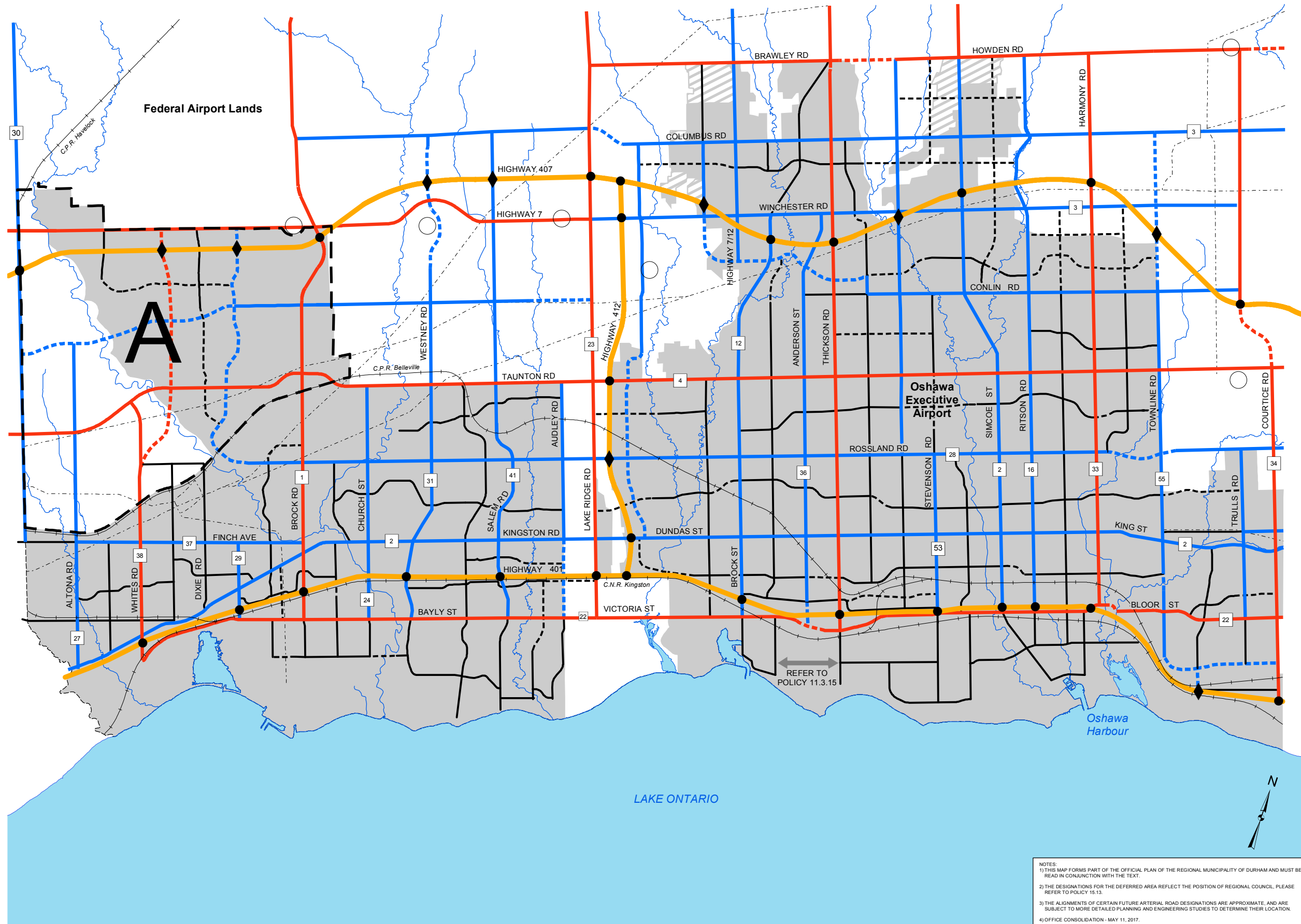
See MAP C2 For Detail

NOTES:
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 3) THE ALIGNMENTS OF CERTAIN FUTURE ARTERIAL ROAD DESIGNATIONS ARE APPROXIMATE, AND ARE SUBJECT TO MORE DETAILED PLANNING AND ENGINEERING STUDIES TO DETERMINE THEIR LOCATION.
 4) 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

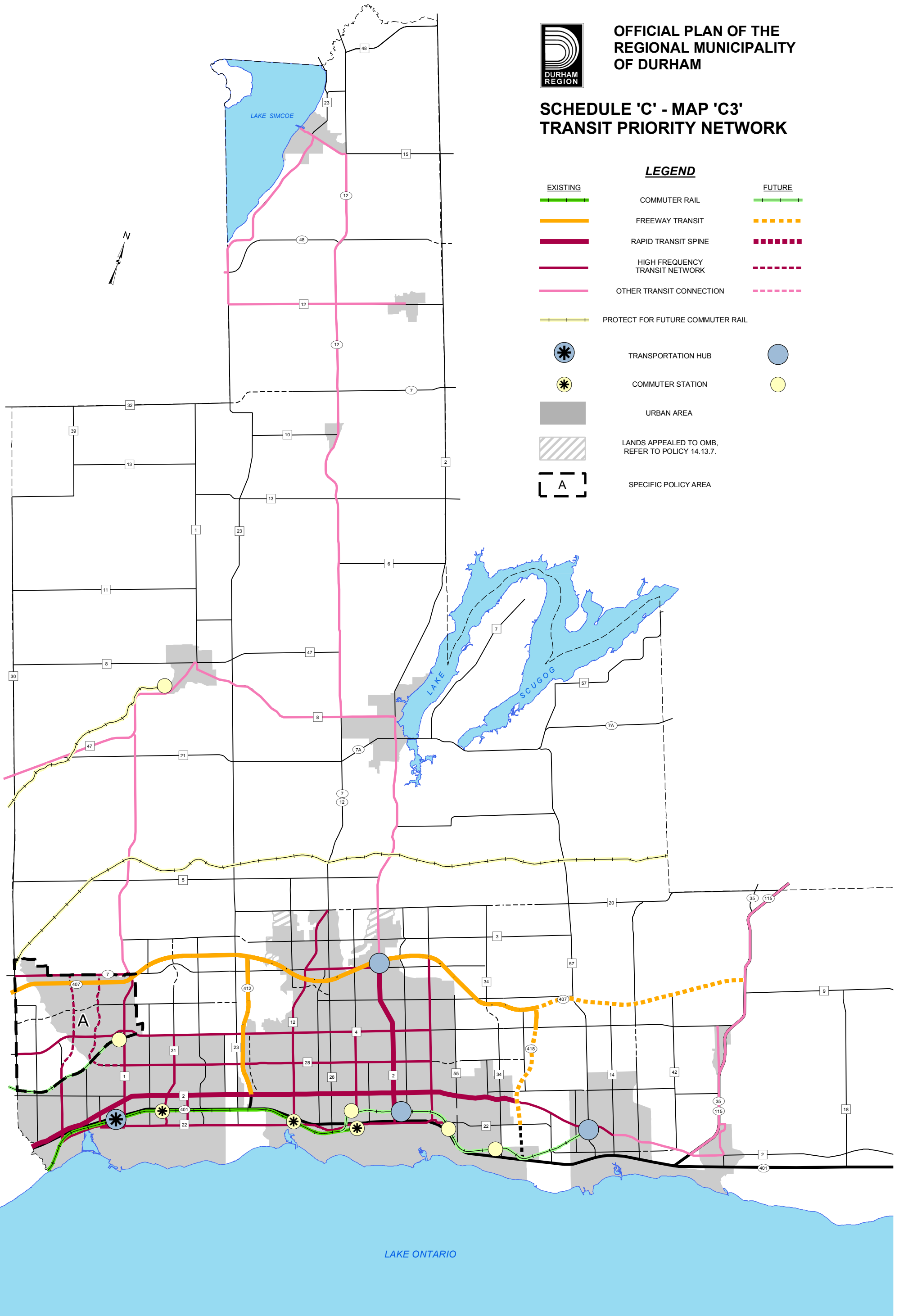
EXISTING		FUTURE
	FREEWAY	
	TYPE A ARTERIAL	
	TYPE B ARTERIAL	
	TYPE C ARTERIAL	
	INTERCHANGE	
	EXISTING INTERCHANGE TO BE REMOVED	
	RAILWAY	
	HAMLET	
	URBAN AREA	
	LANDS APPEALED TO OMB, REFER TO POLICY 14.13.7.	
	SPECIFIC POLICY AREA	
	REFER TO POLICY 11.3.15	

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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	
	PROTECT FOR FUTURE COMMUTER RAIL	
	TRANSPORTATION HUB	
	COMMUTER STATION	
	URBAN AREA	
	LANDS APPEALED TO OMB, REFER TO POLICY 14.13.7.	
	SPECIFIC POLICY AREA	

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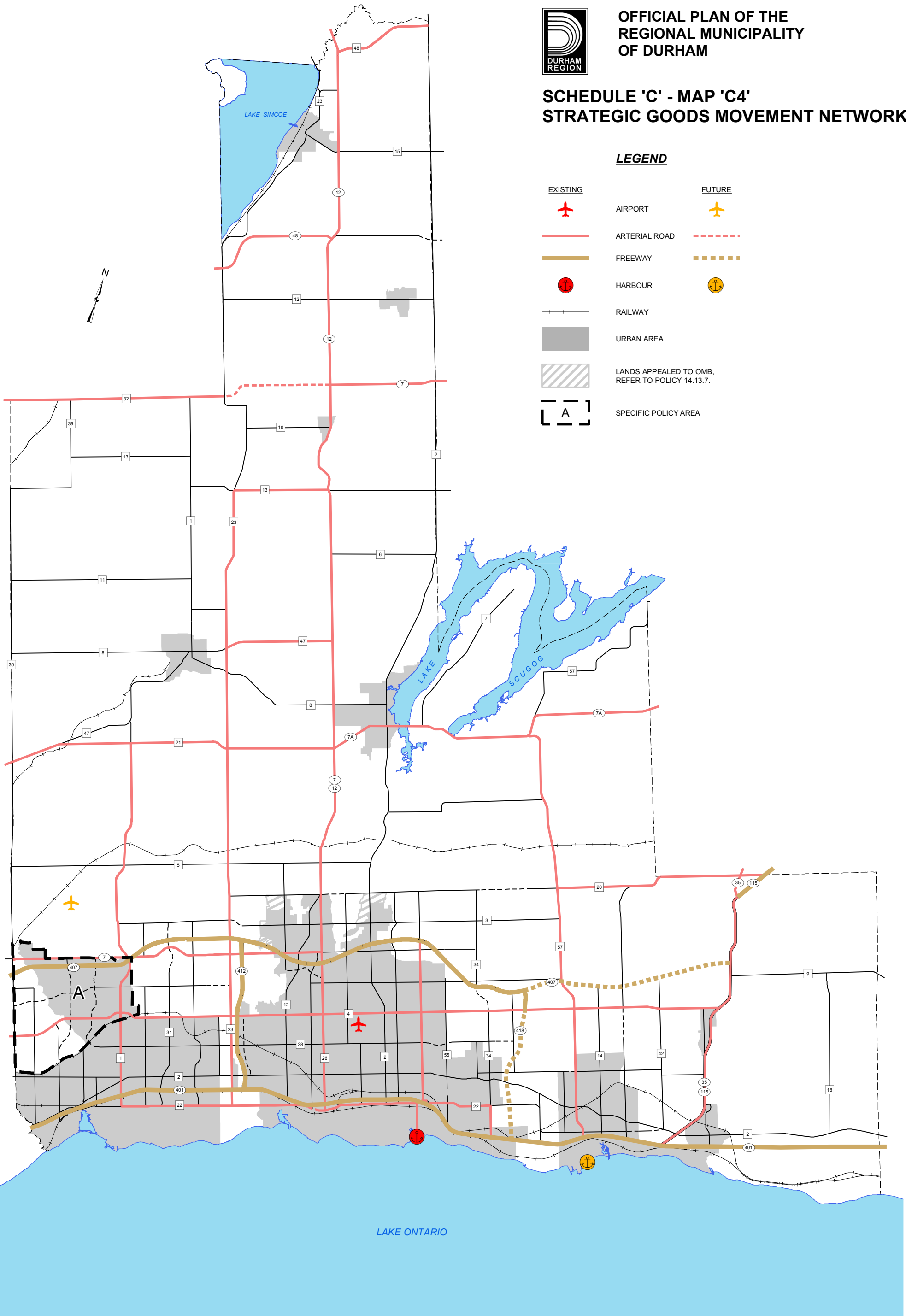


OFFICIAL PLAN OF THE
REGIONAL MUNICIPALITY
OF DURHAM

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

LEGEND

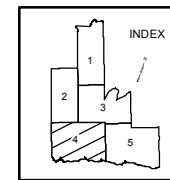
EXISTING		FUTURE	
	AIRPORT		
	ARTERIAL ROAD		
	FREEWAY		
	HARBOUR		
	RAILWAY		
	URBAN AREA		
	LANDS APPEALED TO OMB, REFER TO POLICY 14.13.7.		
	SPECIFIC POLICY AREA		



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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

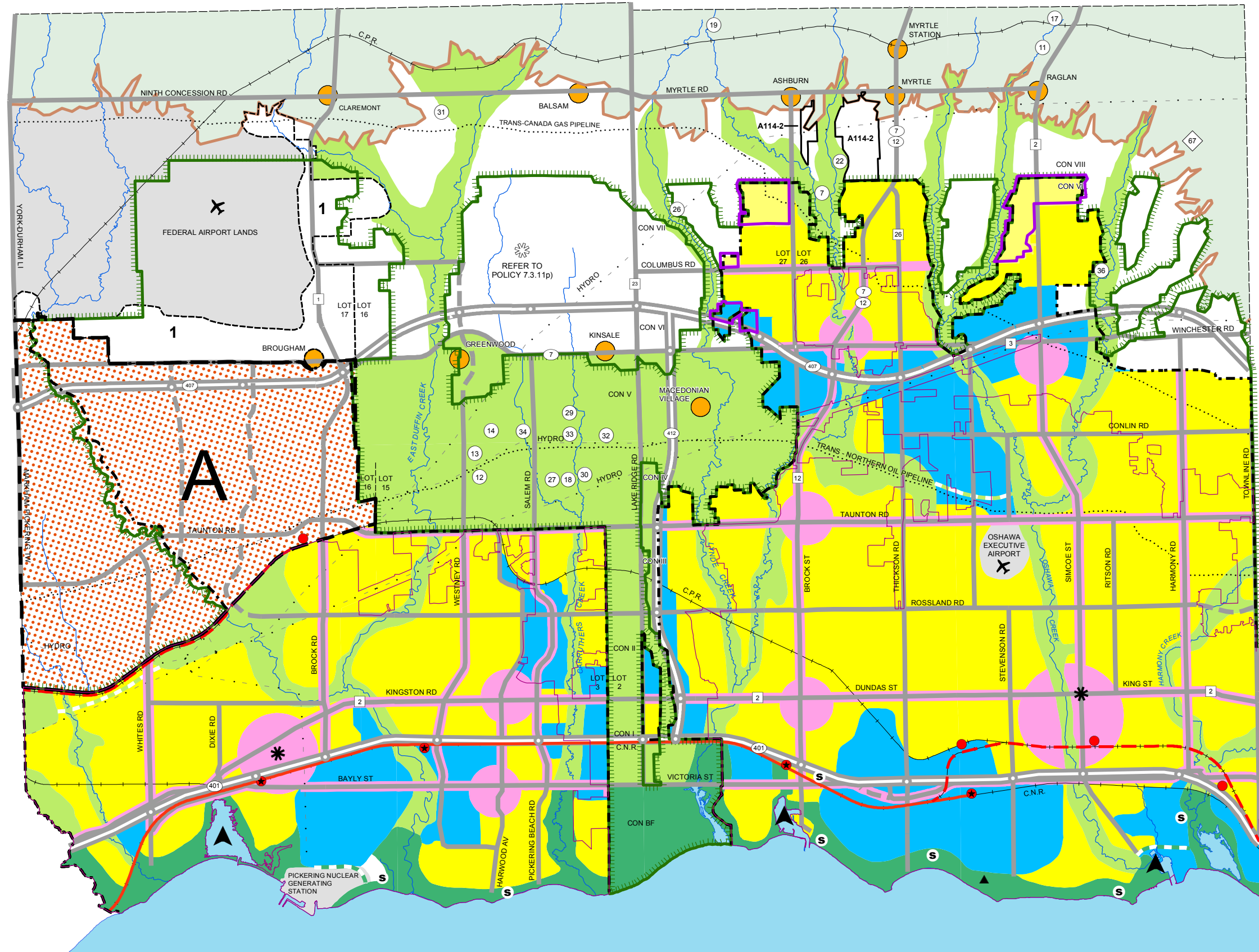
- Major Open Space Areas
- Waterfront Areas
- Oak Ridges Moraine Boundary
- Tourist Activity/Recreational Node
- Open Space Linkage
- Oak Ridges Moraine Areas
- Greenbelt Boundary
- Waterfront Place
- Waterfront Links

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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 3) OFFICE CONSOLIDATION - MAY 11, 2017.

SOURCES:
 1) OAK RIDGES MORAINES: 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 DEVELOPPABLE ON FULL/PARTIAL MUNICIPAL SERVICES
- ▧ AREAS DEVELOPPABLE ON MUNICIPAL WATER SYSTEMS & PRIVATE WASTE DISPOSAL SYSTEMS
- ▩ AREAS DEVELOPPABLE ON PRIVATE WELLS & MUNICIPAL SEWER SYSTEMS
- AREAS DEVELOPPABLE 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)
 - Ⓜ COUNTRY RESIDENTIAL SUBDIVISION (SEE TABLE E2 FOR DESCRIPTION)
 - SHORELINE RESIDENTIAL
 - ▲ REGIONAL NODE (SEE SECTION 9C FOR DESCRIPTION)
 - Ⓛ 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

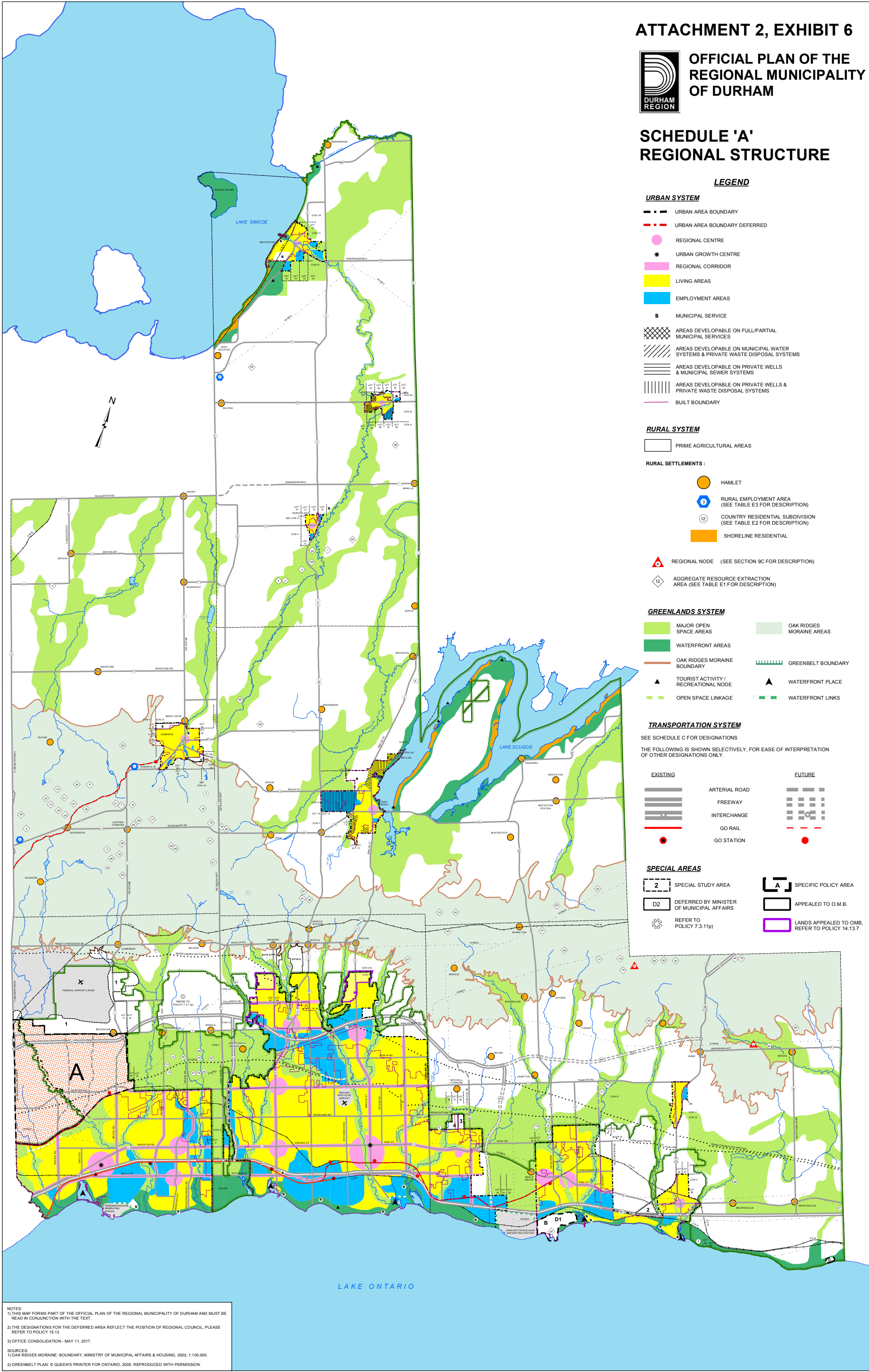
TRANSPORTATION SYSTEM

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 OMB, REFER TO POLICY 14.13.7



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**Ministry of
Municipal Affairs**

**Ministère des
Affaires municipales**

Ministry of Housing

Ministère du Logement

Municipal Services Office
Central Ontario
777 Bay Street, 13th Floor
Toronto ON M5G 2E5
Phone: 416 585-6226
Facsimile: 416 585-6882
Toll-Free: 1 800 668-0230

Bureau des services aux municipalités
du Centre de l'Ontario
777, rue Bay, 13^e étage
Toronto ON M5G 2E5
Téléphone : 416 585-6226
Télécopieur : 416 585-6882
Sans frais : 1 800-668-0230



May 3, 2018

Via email only

Brian Bridgeman, Commissioner
Planning and Economic Development Department
Region of Durham
605 Rossland Road East, 4th Floor
Whitby, ON L1N 6A3

Dear Mr. Bridgeman,

**RE: Proposed Regional Official Plan Amendment 2018-002 - Transportation
Network Changes
Durham Region
Durham File OPA 2018-002
MMAH File No. 18-OP-184226**

Thank you for providing the Ministry of Municipal Affairs and Ministry of Housing ("MMA") with an opportunity to review the Region of Durham's ("the Region") proposed Regional Official Plan Amendment ("ROPA") 2018-002. The proposed ROPA seeks to enact certain transportation network changes related to the Region's Transportation Management Plan ("TMP") and seeks to resolve Deferral 7 of the Durham Regional Official Plan ("ROP") as it pertains to the classification of Dixie Road in Pickering. MMA is also in receipt of the additional correspondence dated April 13, 2018 regarding the deferral.

We understand that the proposed ROPA is intended to implement certain technical recommendations made through the TMP (as endorsed by Regional Council in December 2017). Other policy recommendations in the TMP will be addressed in the future through the Region's Municipal Comprehensive Review (MCR) process.

Through the One-Window Provincial Planning Service, the proposed ROPA was circulated to the Ministry of Transportation (MTO) for review and comment. As you are aware, MTO participated in the preparation of the TMP, which informed the development of the ROPA. MTO has also previously provided comments to the Region on the TMP.

Based on our review, we have prepared the following scoped One-Window comments on the proposed ROPA to assist the Region:

- We are supportive of the proposed ROPA, reflecting the new Higher Order Transit Network, the updated Strategic Goods Movement Network and Road Network, and the revised Arterial Road Criteria identified as part of the TMP.
- TMP Action 51 recommended a “complete streets approach for road planning, design, operation and maintenance [with] consideration of the needs of all travel modes as appropriate and feasible within the context of each project.” It is recommended that the Region consider adding this objective to the proposed ROPA to align with the TMP recommendation and Growth Plan, 2017 policy 3.2.2.3.

As noted in the correspondence dated April 13, 2018 the Region is requesting the resolution of Deferral 7. As indicated in this correspondence and set out in the proposed ROPA, the Region’s TMP advanced a series of recommendations including designating Dixie Road in Pickering as a Type C Arterial, which reflects the planned function of the road. As such, the Region’s proposed update to Schedule C, Map C2 through the proposed ROPA will resolve the deferral. In particular, we note the following:

- Durham ROP policy 15.13 speaks to deferrals to the ROP, which may be resolved through further approved amendments to the Plan as initiated by Regional Council. Pursuant to O. Reg. 525/97 under the *Planning Act*, a ROPA such as the proposed one is exempt from the Minister’s approval. As such, the Region is in a position to consider addressing the deferral without the need for a Ministerial decision.
- Prior to adopting the proposed ROPA, the Region should satisfy itself that the proposed ROPA appropriately resolves the original concerns resulting in Deferral 7. It is the Ministry’s position that the adoption of this ROPA will render moot and thus resolve the outstanding deferral by the Minister in its 1993 decision on the Official Plan.

As previously noted, we understand that additional policy recommendations from the TMP will be addressed in the future through the Region’s MCR. In addition to the above noted comments, we offer the following general comments for the Region’s consideration as part of a future MCR:

- The Growth Plan, 2017 provides direction on integrated transportation planning, including policies on Major Transit Station Areas, and identifies priority transit corridors shown on Schedule 5 to the Plan, which are to be identified in official plans. We note that the Lakeshore East GO Rail Line is identified as a priority transit corridor on Schedule 5.
- The Region may wish to consider Ontario’s Freight Supportive Guidelines and Ontario’s Transit Supportive Guidelines when updating related policies as part of the MCR process.
- A number of provincial initiatives are underway which may impact the MCR,

including the Greater Golden Horseshoe (GGH) Transportation Plan. It is recommended that the Region review this document to ensure future transportation policies align with provincial goals and objectives.

Once again, thank you for circulating the proposed ROPA, and the additional correspondence, for review. Should you have any further questions, please contact me at 416-585-6063.

Yours truly,

A handwritten signature in black ink, appearing to read "Ross Lashbrook". The signature is written in a cursive, somewhat stylized font.

Ross Lashbrook,
Manager - Community Planning and Development (East)

Attachment 4

Comments Received on the Proposed Amendment and Responses

Regional Official Plan Amendment Application 2018-002

Town of Ajax

Item	Comment	Response	Change to OPA Recommended
1.	<p>It is recommended that the Region's OPA include a policy statement that establishes a link between the Region's mode share target in the TMP and TDM initiatives or policies. To assist in achieving Direction 5 of the TMP, the Region's OPA should also include policies that:</p> <ul style="list-style-type: none"><li data-bbox="254 768 940 833">• Promote improved awareness and use of sustainable travel modes; and<li data-bbox="254 857 940 922">• Require new developments to be designed to support transit, active transportation and carpooling.	<p>"Envision Durham", the Region's Municipal Comprehensive Review (MCR) of the Regional Official Plan, will review and incorporate TDM related policies in consultation with the local area municipalities. As part of the MCR process, and as an action item recommended by the TMP, the Region intends to prepare TDM Development Guidelines. From this work, it is staff's intent to provide updated policies related to TDM and improving mode share for transit and active transportation in a comprehensive manner.</p>	No

Item	Comment	Response	Change to OPA Recommended
2.	<p>It is recommended that a robust Complete Streets approach be added to the Region's OPA to ensure that:</p> <ul style="list-style-type: none"> • Cultural Heritage Resources, such as those located along Kingston Road and Church Street in the Pickering Village area of the Town of Ajax, are not negatively impacted by transportation infrastructure; • Safety for pedestrians and vulnerable road users, including seniors and those with mobility or accessibility challenges, is protected by limiting roadway speeds and right-of-way widths; and • New development is facilitated through compact, mixed-use, pedestrian-friendly design that supports the use of sustainable transportation modes. 	<p>Complete Streets policies to support the TMP will form part of Envision Durham. Further, to help inform and support the development of Complete Streets policies, the Region is currently undertaking an update of its Arterial Corridor Guidelines, dated February 2007, to better reflect the needs of all road users, including sustainable transportation modes. In turn, staff will also address the recommendations from the ongoing Durham Strategic Road Safety Action Plan.</p>	No

Item	Comment	Response	Change to OPA Recommended
3.	Delete Clements Road extension as a future Type C Arterial	<p>The Region recognizes, as noted in TRCA's comments, that there are significant environmental constraints in terms of constructing the Clements Road connection. However, the Region recommends that the future Type C Arterial designation continue to be provided in the ROP to support long term development, redevelopment and intensification of lands along the Bayly Street corridor in south Ajax and south Pickering.</p> <p>In addition, the facility would provide some relief to Bayly Street traffic volumes (approx. 200 peak hour trips) and would provide relief to and improve the operation of nearby intersections (Westney/Bayly, Church/Bayly) to accommodate traffic growth. It would also act as a relief valve when traffic incidents occur on Bayly Street or other parallel routes. In recognition of its environmental context, the TMP recommended a feasibility study to examine benefits to the surrounding road network vs. the potential environmental impacts and associated costs for constructing the link. A Class EA study for the widening of Bayly (Brock Road to Westney Road) is scheduled to start in 2024, and the feasibility study should be conducted as part of that work.</p>	No

Item	Comment	Response	Change to OPA Recommended
4.	Delete Shoal Point Road realignment (south of Bayly Street) and extension (north of Bayly Street) as a future Type C Arterial	<p>The deletion of the Shoal Point to Ashbury Boulevard section was addressed through a separate Regional Official Plan Amendment application (OPA 2014-006) and a subsequent Decision of the Ontario Municipal Board (OMB) dated July 18, 2017. The OMB's Order was withheld pending its receipt of final planning documents. Once the Order is released by the OMB, the OPA will be in full force and effect (Amendment #168) and the change will be reflected on Map 'C2' through the next consolidation of the ROP.</p> <p>The deletion of the Shoal Point Road extension north of Bayly Street to Achilles Road is subject to a separate application (OPA 2005-009). This OPA application was filed by Loblaw Properties, requesting the deletion of the extension when the existing distribution centre was being planned. The application is currently being held in abeyance. The TMP recommended maintaining this extension in the ROP to protect for this connection, as an alternative to the congested Salem Road/Bayly Street intersection and to provide access to the abutting remnant vacant employment lands in the long-term. Accordingly, it remains appropriate to continue to protect for this corridor in the ROP.</p>	No
5.	The Town of Ajax maintains its concern regarding the potential cost of the Williamson Drive crossing (across the CPR Belleville line east of Harwood Avenue), possibility of traffic infiltration and limited relief to parallel arterials such as Taunton Road and Rossland Road. As such, any possible connection is not on any planning horizon for the Town.	<p>Comment noted.</p> <p>Although it is recognized that cost is a concern, it is appropriate to protect for this connection in the long-term. Maintaining this link as a future connection is consistent with the goal of maximizing network connectivity, particularly for transit and active transportation, as recommended by the TMP.</p>	No

Item	Comment	Response	Change to OPA Recommended
6.	<p>Addition of clarification and policy direction on the following:</p> <ul style="list-style-type: none"> • Specific circumstances and conditions whereby different right-of-way widths would be applied to Type B Arterial roads; • Policies providing exceptions for historic areas and downtown areas which recognizes the importance of maintaining existing and allowing for desired urban form; and • Discussion of how competing interests will be considered and addressed. 	<p>The changes noted by the Town for Type B Arterials contained in the proposed amendment in Schedule 'E', Table 'E7' – Arterial Road Criteria, only pertain to those specific sections of Type B Arterials where Rapid Transit (i.e. dedicated bus lanes) or High Frequency Transit (using HOV lanes) is recommended through the TMP. However, the criteria will be clarified in response to the comment.</p> <p>Policies providing exemptions for historical areas and downtown areas are contained in area municipal official plans, and are recognized as exemptions through Schedule 'E', Table 'E7'.</p> <p>The Region is currently undertaking an update of its Arterial Corridor Guidelines, dated February 2007, which will review and update the design criteria for Type B Arterials in different land use/development contexts.</p>	<p>Yes</p> <p>(Schedule 'E', Table 'E7')</p>
7.	<p>Addition of specific Type B Arterial road criteria for Church Street consistent with the Town's OP (section 4.2.2 c) to prevent road widening that could negatively impact the heritage character and integrity of Church Street through historic Pickering Village.</p>	<p>Policies providing exemptions for historical areas and downtown areas are contained in area municipal official plans, which are in conformity with the Regional Official Plan, and are recognized as exemptions through Schedule 'E', Table 'E7'.</p> <p>The Region is currently undertaking an update of its Arterial Corridor Guidelines, dated February 2007, which will review and update the design criteria for Type B Arterials in different land use/development contexts.</p>	<p>No</p>

Item	Comment	Response	Change to OPA Recommended
8.	Addition of specific Type B Arterial Road criteria for Bayly Street consistent with the Town's OP (section 4.2.8 d) to promote the Town's vision and goals for Downtown Ajax.	<p>Bayly Street is designated as a Type A Arterial.</p> <p>The Town of Ajax Official Plan contains policies for Bayly Street through Downtown Ajax, including the policy for a 36 m right-of-way with 3 travel lanes in each direction. Although Schedule 'E', Table 'E7' includes criteria for a 45 m right-of-way for a 6 lane Type A Arterial, exemptions apply within Regional Centres, including Downtown Ajax. A future Class EA study will be required to identify design alternatives for the widening of Bayly Street within the context of the approved policies.</p>	No
9.	Removal of Bayly Street, between Mackenzie Avenue and Burcher Road, from the Strategic Goods Movement Network.	Removal of this section of Bayly Street from the Strategic Goods Movement Network would create a discontinuous network through the Region and would not reflect one of its many functions. A future Class EA study will be required to identify design alternatives for the widening of Bayly Street, and as part of that work, a complete streets approach will be undertaken to balance the needs of all road users in this corridor.	No
10.	Prioritizing the widening of Westney Road to the short term (1-4 year) timeframe and immediately initiating the necessary EA.	Regional staff are pleased that the Town supports the proposed amendment to identify 45 m right-of-way needs for Westney Road between Kingston Road and Bayly Street in Schedule 'E', Table 'E7'. The 2018 Capital Road Program and Nine-Year Forecast currently has targeted the Class EA study for this section of Bayly Street to start in 2019, with construction in 2023-2025.	No

Town of Whitby

Item	Comment	Response	Change to OPA Recommended
1.	<p>The Town is not opposed to recognizing the importance of east-west transportation linkages south of Highway 401, including south of Victoria Street. However, the Town has concern with the location of the Future Type C Arterial Road depicted on Map 'C2', being along the edge of the Waterfront designation.</p> <p>We understand that the "Future" road symbol is not intended to be exact, but it continues to send the wrong message for the Town and as such, is not supported. As an alternative, we suggest the following approach.</p> <p>a) Amend Schedule 'C' – Map 'C2" to delete the "Future Type C Arterial" Road designation between South Blair Street and Thickson Road; and</p> <p>b) Add the following new policy to Section 11.3:</p> <p>"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."</p>	<p>The TMP recommended protection for the Water Street connection as it provides the only potential alternative to Victoria Street for east-west travel demand. Recognizing its location along the waterfront, the TMP noted that the roadway could be designed as a special purpose road focusing on active transportation, local transit and an enhanced streetscape.</p> <p>Notwithstanding the prior acquisition of the required right-of-way by the Town for most of the proposed road alignment, the Town has also had a long-standing position against the Type C Arterial alignment and a future Water Street extension along the waterfront. The Region notes that although the TMP cites that Water Street is the "only potential alternative" connection to Victoria Street, there may be a future long term opportunity for another east-west arterial alignment through the potential redevelopment of the Gerdau Ameristeel lands. As such, staff agrees with the Town's comment that would have the effect of deleting the illustrated alignment of Water Street (from South Blair Street to Thickson Road), and adding a new policy to Section 11.3 (consistent with the wording provided) and has referenced that policy on Map 'C2".</p>	<p>Yes</p> <p>(Policy and Schedule 'C', Map 'C2")</p>

City of Oshawa

Item	Comment	Response	Change to OPA Recommended
1.	<p>The Oshawa Official Plan (OP) does not currently show the deletion of the southerly leg of the future Type 'C' Arterial Road located north of Winchester Road West between Simcoe Street North and Thornton Road North. It is recommended that the Region be advised that City Council does not support the Highway 407 crossover in this location. However, City staff note that while the crossover should be deleted, the Type "C" Arterial road north of Highway 407 East should remain and will help serve the South Columbus Industrial Area by providing access and the extension of services. The portion of the Type "C" Arterial Road, north of Winchester Road and South of Highway 407 East may be deleted. The need for the Type "C" Arterial north of Highway 407 East will be reviewed and confirmed through the Columbus Part II Plan.</p>	<p>The proposed amendment includes the deletion of this north-south Type C Arterial road from Winchester Road northerly to the east-west future Type C Arterial. These extents were proposed for deletion in the amendment to enable the arterial to have a logical end point on another arterial. However, the Region acknowledges that the alignments of future Type C Arterials within the Columbus Part II area designated in the ROP are conceptual at this time, and will be detailed through recently initiated studies for this planning area.</p>	No
2.	<p>The Oshawa OP shows the deletion of the Stevenson Road North/Thornton Road North connection as proposed under Official Plan Amendment (OPA 159), which was adopted by Oshawa City Council and is currently awaiting Regional approval. Accordingly, the City supports the deletion of the Stevenson Road North realignment in the Durham Regional Official Plan (ROP).</p>	<p>Comment noted.</p>	N/A

Item	Comment	Response	Change to OPA Recommended
3.	<p>The Oshawa OP currently shows Stevenson Road North, north of Rossland Road West and south of the Oshawa Executive Airport, as a Type 'B' Arterial Road. It is recommended that the Region be advised that City staff support the re-designation of this segment of Stevenson Road North from a Type 'B' to a Type 'C' Arterial Road. This re-designation is consistent with the re-designation of Stevenson Road North directly north of Taunton Road West from a Type 'B' to a Type 'C' Arterial Road, as proposed under OPA 159 (adopted Oshawa City Council and awaiting Regional approval).</p>	<p>Comment noted.</p>	<p>N/A</p>
4.	<p>The Oshawa OP currently shows this segment of Stevenson Road North (from north of Taunton Road to south of Conlin Road) along a linear north-south alignment. Through OPA 159 (as adopted by Oshawa City Council), the re-designation of this road segment from a Type 'B' to a Type 'C' Arterial Road has been proposed. Accordingly, it is recommended that the Region be advised that City staff support the addition of this segment of Stevenson Road North in the Durham ROP as a Type 'C' Arterial Road.</p>	<p>Comment noted.</p>	<p>N/A</p>
5.	<p>The Oshawa OP currently shows Thornton Road North between Rossland Road and Taunton Road West as a Type 'C' Arterial Road. It is recommended that the Region be advised that City staff support the re-designation of this segment of Thornton Road North from an existing Type 'C' to a Type 'B' Arterial Road, consistent with sections in the north.</p>	<p>Comment noted.</p>	<p>N/A</p>

Item	Comment	Response	Change to OPA Recommended
6.	<p>The Oshawa OP currently shows this segment of Thornton Road North (from Taunton Road to Conlin Road) along a linear north-south alignment. Through OPA 159 (as adopted by Oshawa City Council), the re-designation of this road segment from a Type 'C' to a Type 'B' Arterial Road has been proposed. Accordingly, it is recommended that the Region be advised that City staff support the addition of this segment of Thornton Road North in the Durham ROP as a Type 'B' Arterial Road.</p>	<p>Comment noted.</p>	<p>N/A</p>
7.	<p>The Oshawa OP currently shows part of the proposed Consumers Drive extension between Stevenson Road South and Thornton Road South as an existing Collector Road (i.e., Laval Drive). It is recommended that the Region be advised that City staff support the extension of Consumers Drive as a Regional Road using Regional Development Charges.</p>	<p>A feasibility study is recommended in the TMP for further examining the cost implications for this connection versus transportation need/justification, and consideration for it to become an extension of Regional Road 25 (Consumers Drive/Stellar Drive).</p>	<p>N/A</p>
8.	<p>Staff suggest the following comments for Exhibit 2B:</p> <ul style="list-style-type: none"> • Thornton Road GO Station – the label 'Add Commuter Station' should read as 'Add Future Commuter Station' • Transportation Hub (Gibb Street, west of Simcoe Street South) – The label 'Delete Transportation Hub' should read as 'Delete Future Transportation Hub' • Transportation Hub centred on Ritson Road GO Station – The label 'Add Transportation Hub' should read as 'Add Future Transportation Hub'. • Proposed CN Mainline/CP Mainline connection over Highway 401 – The label 'Realign Commuter Rail' should read as 'Realign Future Commuter Rail' 	<p>The symbols in the legend for the Transit Priority Network designations differentiate between existing and future facilities. In order to reduce the text in each "callout box" label for this and other exhibits, the words existing and future were not included.</p>	<p>No</p>

Item	Comment	Response	Change to OPA Recommended
9.	<p>Staff suggest the following comments for Exhibit 4:</p> <ul style="list-style-type: none"> • Thornton Road GO Station – the label ‘Add GO Station’ should read as ‘Add Future GO Station’ and the corresponding mainline should read as ‘Realign Future GO Rail’. • Thornton Road GO Station – the symbol for the future station should be shifted further west, such that it is shown directly north of the symbol corresponding to the existing Oshawa GO Station (and entirely surrounded by Employment Areas). • GO Station (Gibb Street, west of Simcoe Street South) – The label ‘Delete GO Station’ should read as ‘Delete Future GO Station’. • Former proposed CN Mainline/CP Mainline connection over Highway 401 – a label should be included that reads ‘Delete Future GO Rail’ to reflect the deletion of this rail segment. 	<p>The symbols in the legend for the Transit Priority Network designations differentiate between existing and future facilities. In order to reduce the text in each “callout box” label for this and other exhibits, the words existing and future were not included.</p> <p>With respect to the future Thornton Road GO Station location (Thornton’s Corners), the symbol has been shifted further west for accuracy.</p> <p>An additional label has been added to the exhibit to identify deletion for the former CN Mainline/CP Mainline connection across Highway 401.</p>	<p>Yes</p> <p>(Schedule ‘C’, Map ‘C3’ and Schedule ‘A’, Map ‘A4)</p>
10.	<p>Report 2018-COW-50, Attachment 3, Table 1, item #28:</p> <ul style="list-style-type: none"> • For the Future East-West Type C Arterial (Ritson Road to Grandview Street), staff note that ‘Add Type B Arterial’ should be amended to ‘Add Type C Arterial’ for the Future East- West Type C Arterial in the Change column. 	<p>Comment noted.</p> <p>No change required for the recommended amendment, as this table is not included in the Decision Meeting report.</p>	<p>N/A</p>

Item	Comment	Response	Change to OPA Recommended
11.	<p>Future Bridle Road connection east of Simcoe Street North, north of Winchester Road West – Highway 407 Crossover. Staff advises that it is the City Council's position that the future Bridle Road crossover at Highway 407 East should be a Regional structure using Regional Development Charges. The need for the Bridle Road crossover will be reviewed through the Columbus Part II Plan process.</p>	<p>The Region agrees that the need for the Bridle Road crossing of Highway 407 will be reviewed through the Columbus Part II Plan process, and that the future Type C Arterial designation be maintained for corridor protection purposes. The ROP designates arterial road functional classifications regardless of road jurisdiction; however, the Region does not currently envision assuming jurisdiction of Bridle Road.</p>	No

Municipality of Clarington

Item	Comment	Response	Change to OPA Recommended
1.	The Bennett Road interchange should not be depicted as “Existing Interchange to be Removed”, but the future configuration of Bennett Road will be subject to the outcome of the Environmental Assessment for the future interchange at Lambs Road	The Region agrees that the configuration of the Bennett Road interchange should be reviewed as part of a future EA study for the Lambs Road interchange. However, in its comments to MTO on the Highway 401 East EA Study (Courtice Road to East Townline Road), the Region did not support upgrading this interchange due to weaving and safety considerations with the Highway 35/115 interchange to the east, and its lack of connectivity with the Bowmanville and Newcastle urban area compared to Lambs Road.	No

Item	Comment	Response	Change to OPA Recommended
2.	<p>Re-designate Highway 2/King Avenue in Newcastle (east of Highway 35/115) from a Type A Arterial road to a Type B Arterial road, based on the following rationale:</p> <ul style="list-style-type: none"> • Type A Arterials are to connect other Type A Arterials. In this case, it connects to an “Existing Arterial” designated road in the Port Hope OP, which is closer to a Type C Arterial in the Regional Official Plan. It shows that it would have a 2-4 lane cross section with a standard ROW with of 30 m and can go as low as 26 m. It has no significant restrictions on access. • Downtown Newcastle has restricted ROW with on-street parking, which prohibits the road to function as a Type A arterial standard and no possibility for ROW expansions. • The lands east of Newcastle are within the Greenbelt, with no future possibility of urban boundary expansion that would significantly increase traffic volumes over the longer term. • The road does not serve a higher order goods movement function and it is being downgraded from a Transit Spine to “Other Transit Connection”. • The majority of Highway 2 through Durham is designated as a Type B Arterial road. These sections of Highway 2 perform a much higher order function from a vehicular and transit perspective than can ever be anticipated from Highway 35/115 eastward. 	<p>The Region has reviewed this request, which was not previously raised through the Clarington TMP, Clarington Official Plan Review, or Region’s TMP.</p> <p>Given the rationale provided, the Region agrees that certain functions of the corridor through Downtown Newcastle (e.g. on-street parking, lack of being part of the Strategic Goods Movement Network, desire for less stringent access control) are not consistent with most Type A Arterials. However, consistent with other Type A Arterials in rural and smaller urban areas of the Region, Regional Highway 2 provides an important interurban connection to Northumberland County and is an integral part of a southerly east-west Type A Arterial across the Region (comprised of Bayly, Victoria, Bloor, Holt, Baseline and Regional Highway 2). As in rural and smaller urban areas, traffic volumes tend to be lower than most urban Type A Arterials, but relative to parallel arterials do carry significantly more volume. Further, the corridor is not being “downgraded” to an Other Transit Spine, but the Transit Spine that currently exists in the ROP is being divided into three categories to better reflect their intended function, consistent with the TMP.</p> <p>If the Newcastle urban area is the primary area of concern for the corridor’s designation, the Region would consider a municipally-initiated amendment to the Clarington Official Plan to expand the exemption policies in its Official Plan beyond Downtown Newcastle.</p>	No

Item	Comment	Response	Change to OPA Recommended
2.	<p>[Continued from previous page]</p> <ul style="list-style-type: none"> • Highway 2/King Avenue has limited traffic volume and is not functionally consistent with the Type A Arterial Road Criteria from Table 'E7' of the Region's OP. • Re-designation to a Type B Arterial allows for implementation of the Region's intensification and transit objectives with appropriate land uses that are not confined by overly restrictive access control. 		
3.	<p>In terms of policy amendments to Schedule 'E', Table 'E7', a cycling lane and pedestrian sidewalk should be requirements of Type A, B and C Arterial Roads, with an alternative of having a multi-use path.</p>	<p>Cycling lanes are not necessarily suitable for all arterial roads, depending on available or potential right-of-way and forecasted traffic volumes. In many sections, a multi-use path or cycle track is a more suitable facility. The provision of cycling facilities is identified by the Regional Cycling Plan and TMP, and evaluated through Class EA and/or detailed design studies.</p>	No
4.	<p>In terms of policy amendments to Schedule 'E', Table 'E7', Clarington is not supportive of increasing the right-of-way along Highway 2 from Centerfield Drive to Highway 418 to 45 metres for an ultimate 6-lane cross-section.</p>	<p>The right-of-way requirements along Highway 2 from Centerfield Drive to Highway 418 are intended to protect for future rapid transit through the development review process for this relatively unconstrained portion of the corridor. A future Class EA or Transit Project Approval Process (TPAP) EA process would be required to identify the recommended right-of-way requirements to accommodate Bus Rapid Transit (BRT) lanes on this section.</p>	No

Item	Comment	Response	Change to OPA Recommended
5.	<p>The term 'Commuter Station' should be defined. If the term has the same definition as Transportation Hubs, it should be included in 11.3.17 e). "Transportation Hubs" There needs to be a clear understanding as to what the land use implications of a "Community Station" that are major travel destinations and facilitate transfers between different modes of travel or between transit services."</p> <p>We request that Courtice station be designated as a Transportation Hub. Clarington's Official Plan review and OPA 107 approved by the Region, designated the future Courtice GO station and Bowmanville GO station as Transportation Hubs. The Courtice GO Station is a greenfield situation and there is the opportunity to plan land uses and densities that would be transit supportive of such a station.</p>	<p>The designation of Transportation Hubs and Commuter Stations will be considered as part of the Region's upcoming Municipal Comprehensive Review (MCR) of the Regional Official Plan (Envision Durham). Although there are several policy recommendations in the TMP related to transit hubs, with the new Growth Plan (2017) and land use implications in identifying Major Transit Station Areas, the Region will update these designations as part of the MCR process.</p>	No
6.	<p>Clarington staff is supportive of the changes to policy 11.3.18 a) which require higher density and mixed uses within the Courtice and Bowmanville Transportation Hubs. We are also supportive of higher densities along the Rapid Transit Spine, as designated on Schedule 'C' – Map 'C3', Transit Priority Network.</p>	<p>Comment noted.</p>	N/A
7.	<p>The wording for 11.3.18 should be changed to: "In support of existing and future transit services, development adjacent and within a Transportation Hub, Community Station –". Adding the word "and within" conforms to the policies of section 8A.2.2 and 8A.2.9 of the Region's OP.</p>	<p>The current wording "adjacent to" is appropriate and fulfills the same intent at this time. The last paragraph of policy 11.3.18 notes that adjacent to means within the approximate 500 metre distance from the point where the Transportation Hub or Commuter Station is located, and a more detailed area shall be detailed in area municipal official plans. Please note that the Region's Municipal Comprehensive Review will be updating policies related to these designations in a more comprehensive manner.</p>	No

Item	Comment	Response	Change to OPA Recommended
8.	Municipal staff support the extension of the designated Rapid Transit Spine along Highway 2 to Highway 418. This will spur the much anticipated growth, provided regional services are provide along this corridor. It implements and supports the policies in the Clarington Official Plan.	Comment noted.	N/A
9.	Municipal staff request that the High Frequency Transit Network (HFTN) be extended to the eastern limit of the Bowmanville Urban area. By stopping High Frequency Transit on the western periphery of Bowmanville, the major of the urban community is not served well, which is so important to build the passenger base and provide connection to the GO Rail station. We note, for example, the HFTN in Whitby extends to the far north end of the Brooklin. Brooklin will have similar population and without a transit connection beyond that whereas in Bowmanville it would continue to extend eastward beyond the urban boundary with a lower order transit connection.	The Region reviewed this comment in light of existing DRT and GO Transit bus routes, the TMP and DRT Five-Year Service Strategy and agree that the High Frequency Transit Network should be extended easterly through Bowmanville to Liberty Street.	Yes (Schedule 'C', Map 'C3')
10.	Municipal staff have no objection to the change to "Other Transit Connection" beyond the east limits of the Bowmanville Urban Boundary to Newcastle but suggest that right-of-way protection occur to provide for this with potential future growth.	Right-of-way protection for the Highway 2 corridor will occur by virtue of its arterial road designation (and proposed re-designation) as a Type B Arterial, not by the presence as its Other Transit Spine designation. The same is true for the High Frequency Transit Network designation, except for specific sections noted in Schedule 'E', Table 'E7'.	No
11.	Courtice Road from the Highway 2 Rapid Transit Spine to the Courtice GO Station should be identified as "Other Transit Connections" on Schedule 'C' – Map 'C3', Transit Priority Network. This provides an important north south connection between transit systems and service prime employment area.	While we agree that this section of Courtice Road provides an important north-south connection for GO Transit and local transit routes, analysis conducted as part of the TMP did not support higher order transit service by 2031 for this section.	No

Item	Comment	Response	Change to OPA Recommended
12.	The Transit Priority Network should provide for a connection of the Freeway Transit system for Highway 418 to the Courtice GO Station, providing yet one more intersystem connection.	While we agree that connections between future park and ride lots on Highway 418 and the Courtice GO Station will be important, analysis conducted as part of the TMP did not support higher order transit service by 2031 to the station.	No
13.	Municipal staff support the changes made to policy 11.3.24 to include all modes of active transportation, as opposed to limiting the policy to pedestrian movement (i.e. walking).	Comment noted.	N/A
14.	Comments on updating the Regional Cycling Plan.	Comments noted, and will be considered as part of the upcoming Regional Cycling Plan update, targeted to start later this year.	N/A

Central Lake Ontario Conservation Authority (CLOCA)

Item	Comment	Response	Change to OPA Recommended
1.	<p>Request that the proposed amendment provide for the deletion of the Rossland Road extension (Harmony Road to Townline Road) as a Type B Arterial road. The request for the deletion and supporting rationale was also provided as part of CLOCA's comments on the TMP. These comments noted the lapsed Environmental Assessment (EA) approval for the extension, and significant changes to the current environmental setting and planning context in comparison to those which existed during the original EA process. In addition, CLOCA staff do not agree with the assigned criterion scoring included in the TMP to justify its inclusion in the TMP/ROP.</p>	<p>The Region's comments to CLOCA on the TMP note that the TMP will be revised to show that an approved EA is no longer in effect and needs to be updated (Appendix C). Further, the project summary sheets supporting the TMP for each Regional road widenings/ improvements will be updated for this project.</p> <p>With respect to the designation of the Rossland Road extension as a future Type B Arterial road, the Region maintains that this corridor should be protected in the ROP for the following reasons:</p> <ul style="list-style-type: none"> • Without a Rossland Road connection, there is a lack of arterial road grid to serve east Oshawa and Courtice, which is not consistent with the ROP and arterial corridor guidelines. This would prolong circuitous travel for many residents in this area travelling in an east-west direction, including routing for DRT service in the area, which potentially creates its own environmental impacts in terms of additional vehicle kilometres travelled per person/household and GHG emissions. • In terms of parallel corridors, Taunton Road is protected for future widening to six lanes (which would include a curbside HOV lane) beyond 2031, but Adelaide Avenue is not planned for widening and has significant right-of-way constraints particularly west of Harmony Road. The Beatrice Avenue extension is an alternative connection to the north, but its timing is uncertain and does not offer the same degree of east-west connectivity or function as Rossland Road. 	No

Item	Comment	Response	Change to OPA Recommended
2.	[Continued from previous page]	<ul style="list-style-type: none"> • Through previous planning approvals (including an OMB hearing) development east of Harmony Road, and immediately south of the Rossland Road corridor west of Townline Road, has been planned with the extension in mind, including dedication of certain portions of right-of-way. • Although the Class EA was recently lapsed (i.e. being over 10 years old), the ROP protects for road corridors whether an EA has been completed, is in progress, or not started or contemplated yet. The validity of this connection was reconfirmed with the TMP, given an overall east-west capacity deficiency near the Oshawa/Clarington boundary forecasted for 2031 and beyond. 	
3.	<p>The proposed amendment makes various changes to the road network designated in Schedule C to the ROP. It is understood that Schedule C represents conceptual or symbolic alignments and therefore does not precisely define existing or future road locations. However, the current proposed network should be modified in certain instances to better illustrate the avoidance of known significant environmental constraints present on the landscape (e.g. Columbus Part II Plan area in the City of Oshawa). CLOCA staff would be pleased to follow-up with you in order to provide more specific detailed examples with supporting mapping.</p>	<p>Policy 11.3.2 of the ROP identifies that the alignments of freeways and arterials identified on Maps 'C1' and 'C2' are approximate, and subject to more detailed planning and engineering studies. It also notes that any change to the alignment of these roads that is in keeping with the goals and intent of the ROP shall not require an amendment.</p> <p>New or updated arterial road alignments are obtained from area municipal secondary plans, or Class EA studies completed by the Region or area municipalities.</p>	No

Item	Comment	Response	Change to OPA Recommended
4.	<p>Several changes are proposed to Schedule C with respect to Type C Arterial roads. It is understood that many of these changes arise from land use and transportation planning undertaken by area municipalities. It is important to recognize that additional refinements to Type C road network map be made through secondary planning and/or EA planning processes that may affect the ultimate need or justification for certain road segments. We suggest including a notation to this effect on Schedule C.</p>	<p>Agreed, and the following text will be added to the Notes section on Maps 'C1' and 'C2' to complement policy 11.3.2 as follows:</p> <p>"The alignments of certain future arterial road designations are approximate, and are subject to more detailed planning and engineering studies to determine their location."</p>	<p>Yes (Schedule 'C', Maps 'C1' and 'C2')</p>
5.	<p>We wish to echo and endorse the comments provided to you by our colleagues at TRCA with respect to climate change and road ecology. Regarding climate change, we also call for consideration to how impacts to flood control, erosion hazards and natural heritage systems will be exacerbated as a result of different climate change scenarios and the need to maintain resilience and avoid the creation of new infrastructure vulnerabilities. We view the contemplated transportation infrastructure improvements in the proposed ROP amendment as an opportunity to mitigate flood and erosion hazard risks from storm events and to help maintain and restore ecological functions through the application of road ecology measures through the EA and detailed design process.</p>	<p>Comment noted. The Region's upcoming Municipal Comprehensive Review (MCR) of the Regional Official Plan (Envision Durham) will include a review of the Region's environmental policies, including climate change. Further, the TMP makes several recommendations with respect to mitigation and adaptation programs for the transportation sector, and these will be integrated into the Region's Class EAs and capital works planning and asset management processes.</p>	<p>No</p>

Toronto and Region Conservation Authority (TRCA)

Item	Comment	Response	Change to OPA Recommended
1.	<p>The Region of Durham intends to retain the Clements Road connection from Church Street to Westney Road as a future Type C Arterial within the ROP. This is despite a recommendation within the 2012 Ajax TMP to delete this connection in the ROP because the link was deemed as potentially redundant. TRCA staff similarly recommends the deletion of this connection due to significant impacts to the Natural Heritage System (NHS), Provincially Significant Wetland (PSW), Area of Natural and Scientific Interest (ANSI), TRCA property, watercourses and Regional floodplain.</p> <p>TRCA staff understands that the Region intends to complete a feasibility study prior to moving forward with a potential Clements Road connection to confirm feasibility and to examine the potential implementation of “environmentally sensitive designs”. However, please note that any kind of “environmentally sensitive design” will still result in significant environmental impacts.</p> <p>As stated in the TRCA staff response to the TMP, an Individual EA (IEA) and network analysis are necessary to examine the need for additional capacity through the area, and to consider the effects of improvements to existing roads and expansion of other modal options. The IEA should be broad enough in scope to consider a range of options and potential locations for additional infrastructure, other than the preliminary preferred route, and an evaluation of the true ecosystem cost of the impacts for the connection.</p>	<p>The Region recognizes, as noted in the Town’s comments, that there are significant environmental constraints in terms of constructing the Clements Road connection. However, the Region recommends that the future Type C Arterial corridor designation be maintained and that it continue to be protected in the ROP for the long-term to support long term development, redevelopment and intensification for lands along the Bayly Street corridor in south Ajax and south Pickering.</p> <p>This future Type C Arterial road connection was reviewed through the modelling work conducted as part of the TMP. The extension of Clements Road would provide some relief to Bayly Street traffic volume (approx. 200 peak hour trips) but, more importantly, it would provide relief to and improve the operations of nearby intersections (Westney/Bayly, Church/Bayly) to accommodate future traffic growth. The facility would also act as a relief valve when traffic incidents occur on Bayly Street or other parallel routes. In recognition of its environmental context, the TMP recommended a feasibility study for this link, to look at benefits to the surrounding road network in the area in more detail vs. the potential environmental impacts and associated the costs of constructing the link. A Class EA study for the widening of Bayly (Brock Road to Westney Road) is scheduled to start in 2024, and a feasibility study should be conducted as part of that work.</p>	No

Item	Comment	Response	Change to OPA Recommended
1.	[Continued from previous page]	Following completion of a feasibility study, and assuming that the designation is recommended to be maintained, then a Class EA would be required for the road connection. The Terms of Reference for the Class EA, which should be developed with input from TRCA, would cover the detailed assessments noted in TRCA's comments rather than conducting a much more rigorous Individual EA.	
2.	<p>The Region intends to retain the Shoal Point Road extension from Bayly Street to Achilles Road as a future Type C Arterial within the ROPA. This is despite a recommendation in the 2012 Ajax TMP to delete this extension. TRCA staff similarly recommends the deletion of this extension due to significant impacts to the NHS, PSW, TRCA property, watercourses and Regional floodplain.</p> <p>An OMB decision was released on July 18, 2017 to remove this extension in principle, but the order was withheld subject to the final version of planning instruments being received by the OMB. Please note that similar to the Clements Road connection, an IEA and network analysis are necessary should the Region continue to proceed with a Shoal Point Road extension.</p>	<p>The deletion of the Shoal Point Road realignment, south of Bayly Street, and an existing section of Shoal Point Road southerly from the realignment to Ashbury Boulevard, is being addressed through a separate Regional Official Plan Amendment application (OPA 2014-006) and has already been addressed through a Decision of the Ontario Municipal Board dated July 18, 2017. However, the OMB's Order was withheld pending its receipt of the final planning documents. Once the Order is released by the OMB, the OPA will be in effect (Amendment #168) and the change will be reflected on Map 'C2' through the next consolidation of the ROP.</p> <p>A Class EA would be required for the road connection which would cover the detailed assessments noted in TRCA's comments.</p>	No

Item	Comment	Response	Change to OPA Recommended
2.	[Continued from previous page]	<p>The deletion of the Shoal Point Road extension north of Bayly Street to Achilles Road is tied to a separate application (OPA 2005-009). This OPA application was filed by Loblaw Properties, requesting the deletion of the extension when the distribution centre was being planned. The application is currently being held in abeyance. The TMP recommended maintaining this extension in the ROP to protect for this connection, as an alternative to the congested Salem Road/Bayly Street intersection and potentially to provide access to the abutting remnant vacant employment lands in the long-term. Accordingly, it remains appropriate to continue to protect for this corridor in the ROP.</p>	

Item	Comment	Response	Change to OPA Recommended
3.	<p>TRCA recommends the deletion of Fifth Concession Road, from Sideline 4 to Lake Ridge Road, as a future Type B Arterial within the ROPA. This is due to significant impacts to the NHS, mature forest and watercourse. Both TRCA and CLOCA have an interest and concerns regarding this road connection as it traverses through both jurisdictions.</p> <p>The future extension of Conlin Road westerly to Lake Ridge is proposed to be deleted in the proposed amendment. As a future connection east of Lake Ridge Road is no longer being considered, a Fifth Concession Road connection west of Lake Ridge Road to Sideline 4 will no longer provide additional east-west network capacity and connectivity through the area. Further study should be undertaken to assess the value and need for this linkage, given the significant environmental impacts, and an IEA and network analysis are necessary should the Region choose to proceed with this connection.</p>	<p>The Region has reviewed the comment, and consistent with our response on the Draft TMP, the portion of Fifth Concession Road along the Ajax/Pickering boundary, between Sideline 4 and Lake Ridge Road, should be maintained as an existing/future Type B Arterial for corridor protection purposes.</p> <p>Although we recognize that the section of the corridor (as depicted in the ROP) lies within the Greenbelt NHS, woodland and wetland features, protecting for this corridor in the ROP is prudent to not preclude the future opportunity for a continuous east-west connection between Lake Ridge Road and the York-Durham Line. As part of Envision Durham, the Region's Municipal Comprehensive Review (MCR) of the Regional Official Plan, the Region will take TRCA's comments on this link under consideration as we further review the need for 2041 population and employment forecasts under the new (2017) Growth Plan requirements.</p> <p>A Class EA would be required for the road connection which would cover the detailed assessments noted in TRCA's comments.</p>	No
4.	<p>The future Type C connection between Sandy Beach Road and Dillingham Road identified within the ROPA is under the jurisdiction of the City of Pickering and will be addressed within their upcoming Integrated TMP. TRCA staff recommends the deletion of this future connection in the ROPA due to significant impacts to the NHS, PSW, ANSI, watercourses and Regional floodplain.</p>	<p>The Region recommends continuing to protect for this connection, as it provides the only east-west alternative connection for travel within Employment Area lands in south Pickering. This connection would be under the jurisdiction of the City of Pickering, and a future Class EA study would be required to identify alternatives and recommend a preferred alignment that would minimize impacts to nearby sensitive features.</p>	No

Item	Comment	Response	Change to OPA Recommended
5.	Please ensure that the ROPA clearly reflects the proposed road network as identified in the completed Seaton Arterial and Collector Roads Environmental Study Report (November 2017). It appears that Employment Collector Road VI may be missing from Schedule 'C' of the ROPA.	The alignments of Sideline 24 (proposed Burkholder Drive) and East-West Type C Arterial (proposed Nathaniel Hastings Drive) in the proposed amendment are consistent with the Seaton Arterial and Collector Roads Environmental Study Report. The Employment Collector Road is not shown because the Region does not designate Collector roads, but this road is identified in the Pickering Official Plan through OPA 22 – Seaton Conformity Amendment.	No
6.	TRCA staff supports the recommendation within the ROPA to delete Church Street from Taunton Road to Seventh Concession as a Type B arterial designation from the ROP. As this section of Church Street crosses TRCA property (Greenwood Conservation Area lands), please ensure that any upcoming work is coordinated with TRCA Environmental Assessment Planning and Restoration Services staff.	Comment noted. To clarify, this section of Church Street is under the jurisdiction of the Town of Ajax, not the Region.	N/A

Item	Comment	Response	Change to OPA Recommended
7.	<p>Please ensure that the ROPA and TMP clearly reflect the findings of the Highway 407 East EA, as well as the Regional Class EA for Seaton, as it relates to the proposed interchanges at Highway 407. Please note that the Salem Road and Westney Road interchanges are identified as deferred in the Highway 407 East Extension EA, and an overpass is identified at Rossland Road (i.e. no interchange) within the Seaton Regional Class EA. Please update the ROPA and TMP so that they are consistent with the above-named EAs.</p>	<p>The proposed amendment reflects the finding of these EA studies in terms of existing and future interchange locations. As such, the Future Interchange symbols should remain on Maps 'C1' and 'C2' in the ROP.</p> <p>To clarify, the Highway 407 East Extension EA includes the preliminary design for the Westney Road and Salem Road interchanges, and it was through the Phase One implementation process that these interchanges were deferred from detailed design and construction. These future interchanges are EA approved and should be implemented by 2031.</p> <p>The Region's Central Pickering Development Plan Regional Services Class EA includes approximate locations for the Rossland Road (Sideline 22/proposed Peter Matthews Drive) interchange at Highway 407. Provisions for further study to identify the timing for detailed design and construction of this interchange are also included in the Seaton Memorandum of Understanding between the Province, Region and Seaton Landowners Group. As such, the Future Interchange symbols should remain on Maps 'C1' and 'C2' in the ROP.</p>	No

Item	Comment	Response	Change to OPA Recommended
8.	<p>When planning and designing the road and infrastructure network, consideration should be given to how impacts, as a result of an expanded road network, to flood control, erosion hazards and the NHS management will be exacerbated as a result of different climate change scenarios. The role that a robust and connected NHS can have on climate change mitigation cannot be understated.</p> <p>TRCA staff views planned upgrades and improvements to roads as an opportunity to mitigate flood and erosion hazard risks and to help restore ecological functions. TRCA is actively working with municipal partners on road and other infrastructure project, and would appreciate the opportunity to work closely with Regional staff early in the planning and design processes.</p>	<p>Comment noted.</p> <p>Envision Durham, the Region's upcoming Municipal Comprehensive Review (MCR) of the Regional Official Plan, will include a review of the Region's environmental policies, including climate change. Staff look forward to working with the TRCA as this work unfolds.</p> <p>Further, the TMP makes several recommendations with respect to mitigation and adaptation programs for the transportation sector, and these will be integrated into the Region's Class EAs and capital works planning and asset management processes.</p>	No

Ministry of Municipal Affairs

Item	Comment	Response	Change to OPA Recommended
1.	Through the One-Window Provincial Planning Service, the proposed ROPA was circulated to the Ministry of Transportation (MTO) for review and comment.	Comment noted. MTO was also circulated and we appreciate the coordination and scoping of comments by MMA.	No
2.	We are supportive of the proposed ROPA, reflecting the new Higher Order Transit Network, the updated Strategic Goods Movement Network and Road Network, and the revised Arterial Road Criteria identified as part of the TMP.	Comment noted.	No
3.	TMP Action 51 recommended a “complete streets approach for road planning, design, operation and maintenance [with] consideration of the needs of all travel modes as appropriate and feasible within the context of each project.” It is recommended that the Region consider adding this objective to the proposed ROPA to align with the TMP recommendation and Growth Plan, 2017 policy 3.2.2.3.	Complete Streets policies to support the TMP are being considered as part of Envision Durham, the Region’s upcoming Municipal Comprehensive Review (MCR) of the Regional Official Plan. Further, to help inform and support the development of Complete Streets policies, the Region is currently undertaking an update of its Arterial Corridor Guidelines (February 2007) document, and is awaiting recommendations from the ongoing Durham Strategic Road Safety Action Plan.	No

Item	Comment	Response	Change to OPA Recommended
4.	<p>Durham ROP policy 15.13 speaks to deferrals to the ROP, which may be resolved through further approved amendments to the Plan as initiated by Regional Council. Pursuant to O. Reg. 525/97 under the Planning Act, a ROPA such as the proposed one is exempt from the Minister's approval. As such, the Region is in a position to consider addressing the deferral without the need for a Ministerial decision.</p> <p>Prior to adopting the proposed ROPA, the Region should satisfy itself that the proposed ROPA appropriately resolves the original concerns resulting in Deferral 7. It is the Ministry's position that the adoption of this ROPA will render moot and thus resolve the outstanding deferral by the Minister in its 1993 decision on the Official Plan.</p>	<p>The clarification regarding O. Reg. 525/97 of the Planning Act is appreciated. Accordingly, the Region will seek to resolve Deferral 7 by adding the recommendation to designate it to a Type C Arterial as part of the proposed amendment.</p>	<p>Yes (Schedule 'C', Map 'C2' and ROP – List of Active Deferrals to the 1993 Regional Official Plan Approval as of May 11, 2017)</p>

Item	Comment	Response	Change to OPA Recommended
5.	<p>We offer the following general comments for the Region's consideration as part of a future MCR:</p> <ul style="list-style-type: none"> • The Growth Plan, 2017 provides direction on integrated transportation planning, including policies on Major Transit Station Areas, and identifies priority transit corridors shown on Schedule 5 to the Plan, which are to be identified in official plans. We note that the Lakeshore East GO Rail Line is identified as a priority transit corridor on Schedule 5. • The Region may wish to consider Ontario's Freight Supportive Guidelines and Ontario's Transit Supportive Guidelines when updating related policies as part of the MCR process. • A number of provincial initiatives are underway which may impact the MCR, including the Greater Golden Horseshoe (GGH) Transportation Plan. It is recommended that the Region review this document to ensure future transportation policies align with provincial goals and objectives. 	<p>Comment noted.</p> <p>Envision Durham, the Region's Municipal Comprehensive Review (MCR), will implement the new Growth Plan policies in terms of Major Transit Station Areas. The Region will also consider the MTO guidelines noted and the ongoing GGH Transportation Plan.</p>	No

Metrolinx

Item	Comment	Response	Change to OPA Recommended
1.	<p>The Draft OPA identifies “future commuter rail” service to Uxbridge, Seaton, and along the existing freight rail line to Peterborough. Please note that these rail services are identified for beyond 2041 in the 2041 Regional Transportation Plan (2041 RTP). Further, while the Bowmanville extension on the Lakeshore East GO line is identified as a “future “Commuter Rail” connection”, please note that in the 2041 RTP the extension is identified as an “In Delivery” project, for 2024. It is recommended that these two rail services with different timelines be labelled differently in the Draft OPA.</p>	<p>The Region reviewed the TMP’s 2031 Higher Order Transit Network and compared it with the proposed amendment, and we agree that a different symbol should be identified for the future Commuter Rail symbol for the extension of GO Rail service to Uxbridge and along the CPR Havelock line to Peterborough. This new designation, “Protect for Future Commuter Rail” is more consistent with the TMP and Metrolinx 2041 Regional Transportation Plan (RTP). However, the Region will continue to designate GO Rail service to Seaton along the CPR Belleville line within the horizon of the ROP (2031). In our comments on the Regional Transportation Plan, we have requested that Metrolinx undertake an EA study for this connection and feel it is an important component for the development of the Seaton Community as a transit first community as envisaged through the Central Pickering Development Plan.</p>	<p>Yes (Schedule ‘C’, Map ‘C3’)</p>
2.	<p>In general, we suggest that rather than refer to GO Stations as commuter stations, they should be referred to as GO Stations. Identifying GO Stations as “commuter stations” does not support or align with the vision for frequent (every 15-minutes) two-way, all-day GO Rail service on the Lakeshore Corridor, which is designed to encourage and serve travel by transit at all times of the day for purposes other than to just commute to work. Further, identifying GO Stations as “commuter stations” along the lakeshore corridor does not align with current 30-minute, two-way, all-day GO rail service levels. Please note this also applies to the designation “commuter rail”.</p>	<p>The Region’s upcoming Municipal Comprehensive Review (MCR) of the Regional Official Plan will be reviewing the designations of Transportation Hubs and Commuter Stations, and supporting land use and transportation related policies.</p>	<p>No</p>

Item	Comment	Response	Change to OPA Recommended
3.	<p>The proposed amendments to Map C3 do not appear to align with the TMP Map 1B. The TMP identifies “Rapid Transit (Exclusive Lanes)”, “High Frequency Bus in HOV Lanes”, and “High Frequency Bus in Shared Lanes”, whereas the Draft OPA identifies “Rapid Transit Spine” and “High Frequency Transit Network”. While section 11.3.17 in the Draft OPA provides a definition for High Frequency Transit Network, “buses in planned HOV lanes, or buses or (note typo) in mixed traffic with transit signal priority at major intersections”, the loss of this information from the map (compared to the TMP) may de-emphasize the importance of HOV lanes and signal priority. Further, we recommend that the location of future HOV lanes be clearly identified on the map as per the TMP, to again emphasize their importance in the transit network, and align with the Frequent Rapid Transit Network (FRTN), identified in the 2041 RTP.</p>	<p>In reviewing the 2031 Higher Order Transit Network in the TMP to updating the Transit Priority Network in the ROP, staff decided to maintain the Transit Priority Network title in the ROP and reduce/generalize the number of categories for different transit corridors. With this in mind, however, it was not our intention to de-emphasize the importance of HOV lanes and transit signal priority but to keep the Transit Priority Network at an appropriate level of detail. Outside of the map, we have updated the arterial road criteria in Schedule ‘E’, Table ‘E7’ to clarify that right-of-way needs are dictated by road widenings to accommodate BRT or HOV lanes.</p> <p>In terms of the typo, we will edit the policy accordingly.</p>	Yes (Policy)
4.	<p>The TMP identifies “Future Provincial Transitway”, whereas the Draft OPA identifies “Freeway Transit”. We are glad to see that the Draft OPA better aligns with the 2041 RTP, which proposes high-frequency bus operating in HOV lanes on provincial highways or on toll highways, and does not endorse a future transitway.</p>	Comment noted.	No
5.	<p>Highway 2 east of downtown Oshawa is designated as “Existing Rapid Transit” in the Draft OPA; however, it is identified as a “high frequency bus in shared lane” with “protect for future rapid transit” designation in the TMP.</p>	<p>To clarify, the “existing” versus “future” symbols for road components of the Transit Priority Network differentiate between existing roads or future road connections. It does not relate to the whether the transit service or facility currently exists or not.</p>	No

Item	Comment	Response	Change to OPA Recommended
6.	The Draft OPA identifies Dundas/Hwy 2 and Simcoe as “Existing Rapid Transit Spine”; however, this does not align with the definition provided in section 11.3.17 “dedicated lanes in most arterial road sections”.	To clarify, the “existing” versus “future” symbols for road components of the Transit Priority Network differentiate between existing roads or future road connections. It does not relate to the whether the transit service or facility currently exists or not. One exception to this is the case of Highway 2, as there are portions of BRT lanes that exist as part of the Phase 1 BRT “Quick Win” funding from the province (Move Ontario 2020).	No
7.	Please note that the “transportation hubs” in the Draft OPA do not align with Metrolinx’s Mobility Hubs.	The Region’s upcoming Municipal Comprehensive Review (MCR) of the Regional Official Plan will be reviewing the designations of Transportation Hubs and Commuter Stations and supporting land use and transportation related policies.	No
8.	We encourage consideration be given to extending elements of Durham’s SGMN south of Regional Road 22 in order to serve the freight clusters identified in Metrolinx’s SGMN report, particularly extending Brock Road to Montgomery Park Road.	<p>Through the TMP, staff considered identifying connectors to major routes serving employment areas as part of the Strategic Goods Movement Network (SGMN) update. However, it was decided to focus on adding additional core/through routes to the SGMN such as Bayly Street/Victoria Street/Bloor Street, Highway 7 in Pickering/Whitby and the Farewell Street addition to the Port of Oshawa. Although the latter connection is similar to the section of Brock Road south of Bayly Street in Pickering, Farewell Street was elevated to a SGMN route as it connects to the commercial port.</p> <p>Through the Region’s ongoing Arterial Corridor Guidelines update, we will review arterial road connections in terms of goods movement, particularly for those that are feeder routes to/from Employment Areas.</p>	No

Item	Comment	Response	Change to OPA Recommended
9.	<p>We are pleased to see emphasis placed on transportation demand management (TDM) measures. It is useful to note that many regions use development charges to fund TDM measures and also incorporate TDM standards for new developments. Durham Region may want to consider adopting this practice as well. Additionally, Metrolinx looks forward to working with the Region to expand the reach and effectiveness of the Smart Commute program and improve multi-modal connections to GO Stations.</p>	<p>Comment noted.</p> <p>The Region's upcoming Municipal Comprehensive Review (MCR) of the Regional Official Plan will be developing TDM related policies in more detail. As part of the MCR process, and as an action item recommended by the TMP, the Region intends to prepare TDM Development Guidelines. From this work, it is intended that policies related to TDM and improving mode share for transit and active transportation will be provided in a comprehensive manner.</p>	No