



The Regional Municipality of Durham

COUNCIL INFORMATION PACKAGE

December 9, 2016

Information Reports

[2016-INFO-45](#) Commissioner of Works, Planning & Economic Development and Finance – re: Transportation Master Plan Updates Study – Draft Proposed Networks and Actions

Early Release Reports

[2017-COW-**](#) Application to Amend the Durham Regional Official Plan, submitted by Mulock Farms Ltd., to permit the severance of a dwelling rendered surplus as a result of the consolidation of non-abutting farm parcels in the Township of Brock, File: OPA 2016-001

[2017-COW-**](#) Application to Amend the Durham Regional Official Plan, submitted by Vicdom Sand and Gravel (Ontario) Ltd., to permit the expansion of Aggregate Resource Extraction Area No. 62 in the Township of Brock, File: OPA 2012-002.

Early release reports will be considered at the January 11, 2017 Committee of the Whole meeting.

Staff Correspondence

There are no Staff Correspondence

Durham Municipalities Correspondence

1. [City of Oshawa](#) – Resolution passed at their Council meeting held on November 28, 2016, regarding Postal Banking

Other Municipalities Correspondence/Resolutions (For Information)

1. [Town of Lakeshore](#) – Resolution passed at their Council meeting held on November 22, 2016, regarding Accommodation Review Process

Miscellaneous Correspondence (For Information)

1. [Lake Simcoe Region Conservation Authority](#) emailing Regional Chair and Members of Council an invitation to their Annual General Meeting, on Friday January 27, 2017.
2. [Lynn Dollin, President, Association of Municipalities Ontario](#), seeking Council's endorsement of a resolution regarding Federal Infrastructure Phase 2 Incrementality.

Advisory Committee Minutes (For Information)

1. Accessibility Advisory Committee (AAC) minutes – [November 22, 2016](#)
2. Durham Environmental Advisory Committee (DEAC) minutes – [November 24, 2016](#)

Action Items from Council (For Information Only)

[Action Items](#) from Committee of the Whole and Regional Council meetings

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

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



The Regional Municipality of Durham Information Report

From: Commissioners of Works, Planning and Economic Development and Finance
Report: #2016-INFO-45
Date: December 9, 2016

Subject:

Transportation Master Plan Updates Study – Draft Proposed Networks and Actions

Recommendation:

Receive for information.

Report:

1. Purpose

1.1 The purpose of this report is to provide information on the progress of the Transportation Master Plan (TMP) Update Study and present the draft proposed networks and actions for public input.

2. Background

2.1 The TMP Update Study was initiated in August 2014 to address the significant transportation and land use changes that have occurred in the Regional Municipality of Durham (Region) and surrounding area since the approval of the current TMP in 2003. The study is being undertaken according to the Municipal Class Environmental Assessment (EA) Master Planning process, including two rounds of Public Information Centres (PICs) that were held in November 2014 and June 2015.

2.2 The first phase of the TMP Update study was completed with endorsement of the Guiding Principles and Directions by Joint Committee (Report #2015-J-29) on May 21, 2015 and Regional Council on June 3, 2015.

2.3 Work on the second phase of the TMP Update Study focused on the development and assessment of alternative approaches to meet the Region's transportation needs through the 2031 horizon year. The recommended approach determined during this second phase of the Study was a balanced approach, combining significant transit improvements with strategic road and cycling network expansion.

- 2.4 The third phase of the study developed the draft 2031 networks for roads, Higher-Order Transit and Short Term Cycling Routes. These networks were presented to Joint Committee on May 26, 2016 (Report #2016-J-13) and to Regional Council on June 8, 2016, and were subsequently presented to area municipal staff and other key stakeholders.
- 2.5 On June 14, 2016, a Stakeholder Advisory Committee (SAC) meeting was held, comprising representatives of interested public agencies, interest groups and the Region's area municipalities. During the summer, meetings were also held with staff from each of the area municipalities and the Mississaugas of Scugog Island First Nation.
- 2.6 Minor changes have been made to the draft 2031 transportation networks presented in the spring, to take into account input received from Joint Committee, Regional Council, the SAC and area municipal meetings. Cost estimates and a broad phasing strategy for the construction timing of specific recommended network improvements are also being developed.
- 2.7 A summary of consultation activities on the TMP Update Study to date is contained in Attachment #1.

3. Draft Proposed 2031 Transportation Networks

- 3.1 The draft proposed 2031 Roads Network, 2031 Higher-Order Transit Network and Short Term Cycling Routes maps are included in Attachment #2. The key improvements in each of the networks include:
 - a. Regional Road Expansion Projects
 - 172 km of new or widened roads, representing approximately a 9 per cent (%) increase in arterial lane-kilometres (km) over the current road network;
 - Widening of Taunton Road between York-Durham Line and Simcoe Street, Bayly Street between Brock Road and Salem Road, and Brock Road between Highway 7 and Finch Avenue to 6 or 7 lanes, which include curbside High-Occupancy Vehicle (HOV) lanes;
 - Widening and extension of Whites Road between Highway 7 and Kingston Road to 6 or 7 lanes, which includes curbside HOV lanes;
 - Establishing new connections such as the westerly extension of Rossland Road and realignment of Whitevale Road, Greenwood Bypass, Manning/Adelaide Connection, Gibb/Olive Connection, and easterly Rossland Road and Adelaide Avenue extensions;
 - Widening of other key arterial road corridors to 4 or 5 lanes including sections of Westney Road, Brock/Baldwin Street, Winchester Road, Thickson Road, Stevenson Road, Simcoe Street, Ritson Road, Harmony Road, Victoria Street/Bloor Street, Waverley Street/Regional Road 57 and Regional Highway 47; and

- Corridor improvements including urbanization (i.e. construction of storm sewers, curbs and gutters) and centre left turn auxiliary lanes on several road sections, including sections of Finch Avenue, Altona Road, Thornton Road and Hopkins Street.

b. Higher-Order Transit Network

These proposed transit network improvements are in support of increasing the Region's overall a.m. peak period transit mode share from approximately 8 per cent today to approximately 12 per cent by 2031:

- Establishing Rapid Transit corridors for Bus Rapid Transit (BRT) service along the Regional Highway 2 corridor between the Toronto/Durham boundary and Simcoe Street, and on Simcoe Street between Highway 407 and the future GO Station at Olive Avenue;
- Identifying a network of high frequency bus corridors, including buses in the above-noted HOV lanes and in shared lanes on several routes, with transit priority measures where needed, including sections of Rossland Road, Brock Street/Baldwin Street, Westney Road, Harmony Road and Highway 2 east of Simcoe Street;
- Protecting for future HOV or rapid transit lanes beyond 2031 on several sections of Regional roads, including Taunton Road between Simcoe Street and Townline Road, and the Regional Highway 2 corridor between Simcoe Street and Highway 418;
- Recognizing the planned Highway 407/412/418 Transitway (likely beyond 2031), including provision of commuter lots that can be implemented as bus transfer stops, park and ride and carpool parking facilities on an interim basis until they become transitway stations; and
- Identifying Other Transit Spine corridors that serve an inter-municipal function largely within the rural area, including Highway 12 between Port Perry and Beaverton, Regional Highway 2 between Bowmanville and Newcastle, Simcoe Street between Highway 407 and Reach Street, and Brock Road/Regional Highway 47 between Highway 7 and Uxbridge.

c. Active Transportation and Short Term Cycling Routes

- Integrating the Regional Cycling Plan (RCP, November 2012), Regional Trail Network, and Greenbelt Cycling Route into the TMP;
- Adding two new corridors to the RCP Primary Cycling Network (PCN), including:
 - A new connection on Ashburn Road (Columbus Road to south of Spencer's Road), an off-road trail proposed through Heber Down Conservation Area and Cullen Central Park and along Cochrane Street; and
 - Thickson Road between Victoria Street and the Waterfront Trail.

- Defining a network of Short Term Cycling Routes that can be implemented within the next 10 years (subject to budget approval within the Regional Council approved RCP funding framework), comprising:
 - Regional Council approved PCN segments that have been or will be built as part of road projects in the Regional Roads Capital Program and Nine-Year Forecast;
 - Infill projects comprising approved PCN segments on Regional and area municipal roads that could address critical cycling gaps to create a connected cycling network (the infill projects on Regional Roads would be considered as stand-alone projects in annual Regional capital program planning, while cycling facilities on area municipal roads are the responsibility of the area municipalities); and
 - Leveraging sections of existing area municipal on and off road cycling facilities and sections of paved off road trails to create complete routes (cycling facilities on area municipal roads are the responsibility of the area municipalities).

3.2 Rapid Transit is vital to the transportation solution for the Region. Durham Region Transit (DRT) rapid transit service would provide needed capacity to move people along increasingly congested corridors, connecting with local DRT bus services and the GO Rail network. Equally important is the ability for rapid transit to shape where and how the Region grows. Defined by permanent, dedicated facilities, rapid transit serves to attract and support more compact mixed use development within Urban Growth Centres, Regional and Local Centres, Corridors, Waterfront Places and other transit centres and hubs defined by the Regional Official Plan (ROP) as areas for intensification. As described in Section 3.1(b) above, the proposed 2031 Higher-Order Transit network is defined by two rapid transit corridors: the Highway 2 corridor and the Simcoe Street corridor.

a. Highway 2 Corridor

Considerable work has already gone into the planning for the Highway 2 corridor, and initial sections of curbside transit lanes have been constructed as part of the Quick Win Phase 1 Highway 2 BRT PULSE service. The TMP Update Study envisions an accelerated implementation program for the Highway 2 corridor, enabled by funding from senior levels of government. The proposed approach is to continue adding segments of dedicated transit lanes as funding permits, and work towards converting the entire corridor to its recommended ultimate configuration of median rapid transit lanes, generally proceeding west to east. Where new sections are relatively short and isolated, such as those built to date, the initial construction would continue to be for curbside transit lanes that are designed to accommodate future conversion to median lanes. This will avoid the operational challenges and additional costs associated with transitioning buses from curbside to median lanes (and back) as they travel along the corridor.

Median transit lanes can be constructed where longer new sections can be built or multiple short sections with existing curbside lanes can be joined. Exceptions where the service would continue to operate in mixed traffic include the constrained heritage areas in Pickering Village, downtown Whitby and where the service would operate on the one-way pair on King Street and Bond Street in downtown Oshawa. While it is recognized that the proposed approach will result in a combination of median, curbside and mixed traffic lanes in the short to medium-term, and associated operational and traffic impacts, the proposed approach will allow for continued expansion of transit lanes in the short-term while protecting for conversion to the ultimate configuration.

b. Simcoe Street

The TMP Update Study has identified and examined several alternatives for Simcoe Street, including transit in mixed traffic, widening for median or curbside lanes and an alternative that would reallocate existing traffic lanes for dedicated rapid transit lanes through constrained sections. The analysis demonstrated that an option that reallocates an existing traffic lane in each direction for exclusive, dedicated rapid transit lanes (i.e. reducing capacity for vehicles to two lanes plus left turn lanes) provides significantly greater corridor person-carrying capacity than the current configuration. Ridership on rapid transit would more than exceed the volume that is accommodated in a typical traffic lane. Corridor planning and design work on Simcoe Street is less advanced than for Highway 2. The proposed TMP will recommend that subject to further study, including an Environmental Assessment, rapid transit be implemented in dedicated curbside lanes.

4. Draft Proposed Networks Beyond 2031

- 4.1 In addition to identifying improvements to address the Region's transportation needs to the 2031 horizon year, a forward-looking assessment of infrastructure requirements beyond 2031 was completed. Currently, the ROP has established 2031 population and employment forecasts consistent with the Provincial Growth Plan. The 2014 Provincial Policy Statement allows for long-term planning for infrastructure beyond a 20-year horizon (Policy 1.1.2). With the next municipal comprehensive review of the ROP anticipated to begin in 2017/2018, and with the coordinated Provincial plans review well underway with a 2041 horizon year, the identification of long-term networks beyond 2031 through the TMP Update is not only prudent, but necessary.
- 4.2 The Durham Region Transportation Planning Model was used to forecast projected automobile and transit demands and the resultant network performance based on 2056 forecasts developed through the Growing Durham study. An analysis of network connectivity for future growth areas was also completed. The resulting proposed road network improvements beyond 2031 are illustrated in Attachment #3. It should be noted that these improvements are based on regional

transportation needs regardless of current road jurisdiction. Higher-Order Transit network improvements beyond 2031 are illustrated on the maps in Attachment #2 using dashed lines to identify sections of corridors that are to be protected for future rapid transit or HOV lanes.

4.3 Several of the proposed road network improvements beyond 2031 require additional and more detailed assessment to confirm feasibility and better define capital costs due to unusual engineering issues and/or environmental impacts. The Draft TMP will recommend that feasibility studies be completed for these road links, including:

- Extending Ravenshoe Road easterly to Highway 7 at Highway 12, currently designated as a Type A Arterial;
- Clements Road connection across Duffins Creek, currently designated as a Type C Arterial;
- The connection from Thornton Road to Laval Street/Fox Street, proposed for designation as a Type C arterial;
- Extending Shirley Road westerly between Simcoe Street and Highway 7/12, proposed for designation as a Type B Arterial; and
- Courtice Road connection to Enfield Road at Taunton Road, currently designated as a Type A Arterial.

4.4 The TMP Update Study also provides an opportunity to review the current road classifications on a road segment basis. Potential changes will be identified in the Draft TMP based on the results of the beyond 2031 network analysis and requests received from area municipalities to change designations, as identified through their respective Official Plan processes or local TMPs.

4.5 A review of the Strategic Goods Movement Network (SGMN) designated in the ROP was undertaken to identify potential changes to support improved goods movement across the Region. Based on this review, it is proposed that the following routes be added to the SGMN:

- Bayly Street/Victoria Street/Bloor Street between Brock Road and Courtice Road;
- Courtice Road between Bloor Street and Highway 401;
- Southerly extension of routes on Brock Road, Lake Ridge Road, and Thickson Road from Highway 401 to the proposed Bayly Street/Victoria Street route; and
- Farewell Street between Bloor Street and the Port of Oshawa.

5. Financial Implications – Network Phasing and Costing

5.1 Based on certain criteria such as prioritization, each project will be assigned to one of the following broad time periods:

- Phase 1: 2017 – 2021;
- Phase 2: 2022 – 2026;
- Phase 3: 2027 – 2031; and
- Phase 4: Beyond 2031.

5.2 While the TMP will propose the general timing of projects (i.e. prioritization), their actual construction and implementation timing will be subject to refinement as part of the annual Regional Business Planning and Budget (i.e., annual capital budget planning) process.

5.3 Key criteria that the TMP Update Study considered in prioritizing projects for phasing include access to development, congestion management benefits, investment value, ability to address network gaps, and support for non-motorized and transit infrastructure. Attachment #4 summarizes the infrastructure phasing methodology and criteria.

5.4 Table 1 summarizes the projected high level, approximate infrastructure capital costs by mode and by phase. The estimated costs for the proposed transportation networks to the year 2031 are approximately \$1.3 billion in Regional road infrastructure, \$473 million for transit infrastructure and \$10 million in Regional cycling infrastructure (all costs in 2015 dollars). Costs for projects beyond 2031 have only been considered in broad terms for the purpose of assessing their feasibility. As shown in the table, capital investments in roads are projected to increase significantly between Phase 1 and Phases 2/3. This is partially due to the fact that near-term road projects focus on continued incremental capacity improvements, whereas longer term road projects are related to the development of new growth areas, which include new corridors and major structures.

Table 1: Estimated Capital Costs (2015 dollars) by Phase

Estimated Capital Cost	Phase 1 2017-2021	Phase 2 2022-2026	Phase 3 2027-2031	Total
Roads – Expansion projects	\$201,930,000	\$542,150,000	\$521,700,000	\$1,265,780,000
Transit – Rapid Transit projects	\$204,985,000	\$146,451,000	\$121,409,000	\$472,845,000
Cycling Regional infill projects	\$4,821,000	\$4,821,000	-	\$9,642,000
<i>Road expansion related (cost included under roads)</i>	<i>\$3,952,000</i>	<i>\$12,572,000</i>	<i>\$10,884,000</i>	<i>\$27,408,000</i>
Total	\$411,736,000	\$693,422,000	\$643,109,000	\$1,748,267,000

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- 5.5 The approved TMP will form the basis for long term financial planning, including the next Development Charge Background Study update and development of future capital programs and forecasts for roads and transit as part of the Region's annual Business Planning and Budget process.
- 5.6 Implementation of the Final TMP actions will be subject to long term financial planning to set Regional Council priorities and the Region's annual Business Planning and Budget process.

6. Draft Proposed Actions

- 6.1 A series of draft proposed actions has been prepared to support the implementation of the vision, guiding principles and directions, and transportation networks proposed through the TMP Update Study. These proposed actions are also intended to provide further direction to the goals and strategies set out in the Durham Region Strategic Plan. While all four goals in the Strategic Plan contain strategies that are supported to some degree through the TMP Update Study's proposed actions, Goal B (Population Health and Quality of Life) and Goal C (Healthy Environment and Sustainable Communities), each contain several strategies that are directly influenced by the TMP Update. Attachment 5 provides an overview of draft proposed actions that will be presented for public and stakeholder review and discussion during up-coming consultations.
- 6.2 Additions or revisions to the draft proposed actions will be made to reflect feedback received from Regional and area municipal staff, other key stakeholders and the public as work progresses on the Draft TMP report, and the revised proposed actions will be recommended to Regional Council as part of the final TMP report. Implementation of these will be subject to the Region's annual Business Planning and Budget process.
- 6.3 Highlights of the draft proposed actions are as follows:
- a. Land Use and Transportation
 - Furthering transit oriented development principles to better integrate transportation and land use.
 - Design features of neighbourhoods, development sites and roadway corridors to improve connectivity to the transportation network and offer improved options for transit, walking and cycling.
 - b. Public Transit
 - Introduce and expand demand-responsive services in rural areas, institute transit priority measures on key corridors, and implement Rapid Transit and High Frequency Network transit as recommended.

- Collaborate with Metrolinx to support effective local transit service to Regional Express Rail and the extension of GO Rail service to Bowmanville.
- c. Walking and Cycling
- Accelerate the implementation of the Primary Cycling Network through infill projects.
 - Explore funding opportunities with external partners for projects outside of the Region's Capital Program.
 - Support walking and cycling through the development review process, implementation of design and policy documents, the Regional Trail Network and Smart Commute Durham.
- d. Roads
- Adopt a complete streets approach to road planning, design, operation and maintenance for a road network that will serve growth in a safe, connective and sustainable manner.
 - Implement measures to reduce congestion and improve safety for all users on the Regional road network.
 - Improve safety and accommodation of cyclists, pedestrians and agricultural vehicles by providing paved shoulders for Regional roads in rural areas as part of road construction, reconstruction and rehabilitation projects.
- e. Travel Choices
- Support Smart Commute Durham, providing practical information on travel choices, and requiring new development to support transportation demand management measures such as transit, active transportation and carpooling.
- f. Goods Movement
- Create and/or update standards to accommodate needs of goods movement, including design criteria, loading facilities and level of service.
 - Mitigate the impacts of goods movement on communities through land use planning and traffic management measures.

- Collaborate with other levels of government and industry to improve understanding of freight activity and to implement plans for goods movement infrastructure.

g. Implementation

- Develop recommended road, transit and cycling networks in a phased approach.
- Emphasize a life-cycle approach to infrastructure planning, recognizing operating and maintenance practices and costs.
- Amend the ROP to further integrate transportation and land use planning.

7. Next Steps

- 7.1 The final round of PICs is planned to start in January 2017, with PICs to be held in five locations across the Region. The purpose of the PICs is to present and receive comments on the draft proposed networks and actions.
- 7.2 Following the PICs, comments from the public and other stakeholders will be considered to complete the Draft Final TMP report, for presentation to Committee of the Whole (COW) and Regional Council in early 2017.

8. Conclusion

8.1 The first three phases of the Regional Municipality of Durham's Transportation Master Plan Update Study are substantially complete, and work is well underway on the fourth phase of the study to complete the Draft Final Transportation Master Plan Report. This report was prepared to provide information on the development of the draft proposed transportation networks for 2031 and beyond 2031, and present the draft proposed actions.

9. Attachments

Attachment #1: Summary of Consultation Activities

Attachment #2: Draft Proposed 2031 Networks for Roads, Higher-Order Transit and Short Term Cycling Routes

Attachment #3: Draft Proposed Beyond 2031 Networks

Attachment #4: Infrastructure Phasing Methodology and Criteria

Attachment #5: Draft Proposed Actions

Respectfully submitted,

Original signed by

R.J. Clapp, CPA, CA
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Original signed by

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Commissioner of Planning and
Economic Development

Original signed by

S. Siopis, P.Eng.
Commissioner of Works

Attachment 1

Summary of Consultation Activities

1. Public Consultations

Activity	Date	Location
Public Information Centre #1	November 15, 2014	Pickering Town Centre
Public Information Centre #1	November 18, 2014	Scugog Community Recreation Centre, Port Perry
Public Information Centre #1	November 24, 2014	Garnet B. Rickard Recreation Complex, Bowmanville
Public Information Centre #1	November 26, 2014	Oshawa Civic Recreation Complex
Public Information Centre #2	June 10, 2015	Uxbridge Arena and Recreation Centre
Public Information Centre #2	June 17, 2015	Ajax Town Hall
Other Public Information Events	May 23, 2015	Public Works Week Open House, Oshawa/Whitby Works Depot
Other Public Information Events	June 6, 2015	Brooklin Spring Fair
Other Public Information Events	June 20, 2015	Beaverton Thorah Community Centre (with Works household hazardous waste collection event)
Other Public Information Events	June 24, 2015	Regional Headquarters lobby, Whitby
Other Public Information Events	June 28, 2015	Clarington Farmers' Market, Newcastle

2. Stakeholder Advisory Committee Meetings

Meeting	Date	Location
1	January 20, 2015	Regional Headquarters, Whitby
2	June 29, 2015	Regional Headquarters, Whitby
3	June 14, 2016	Oshawa Civic Recreation Complex

3. Area Municipal Staff Meetings

Municipality	Date
Town of Ajax	December 15, 2014; July 25, 2016
Township of Brock	April 2, 2015; July 15, 2016
Municipality of Clarington	January 12, 2015; July 19, 2016
City of Oshawa	December 15, 2014; July 27, 2016
City of Pickering	January 8, 2015; July 25, 2016
Township of Scugog	February 9, 2015; July 15, 2016
Township of Uxbridge	February 5, 2015; July 7, 2016
Town of Whitby	December 16, 2014; August 3, 2016

2031 Road Expansion Projects

November 2016

Regional Road Improvements

Existing Road		New Connection	
	2 Lanes		
	3 Lanes		
	4/5 Lanes		
	5 Lanes		
	6/7 Lanes		

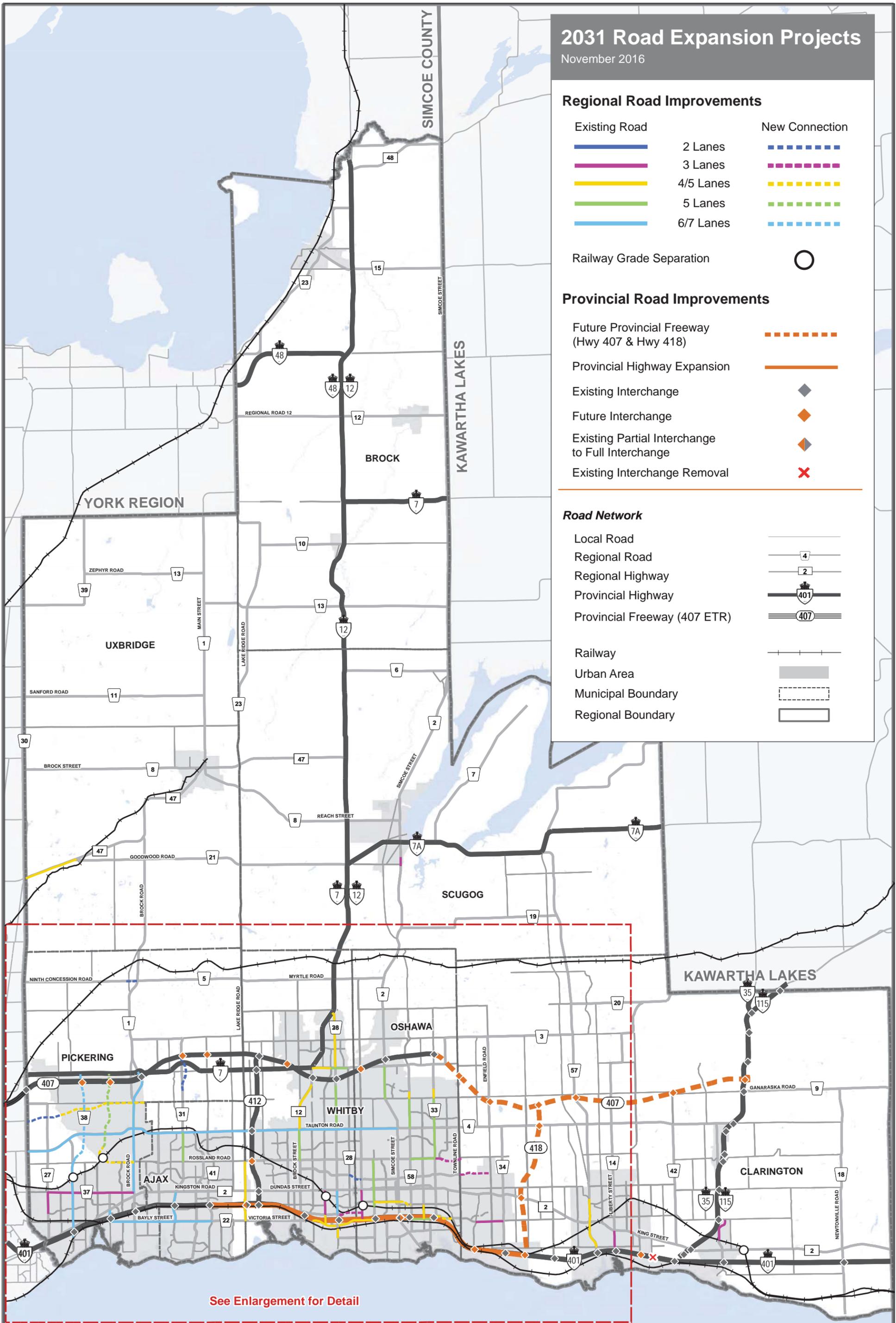
Railway Grade Separation 

Provincial Road Improvements

Future Provincial Freeway (Hwy 407 & Hwy 418)	
Provincial Highway Expansion	
Existing Interchange	
Future Interchange	
Existing Partial Interchange to Full Interchange	
Existing Interchange Removal	

Road Network

Local Road	
Regional Road	
Regional Highway	
Provincial Highway	
Provincial Freeway (407 ETR)	
Railway	
Urban Area	
Municipal Boundary	
Regional Boundary	



See Enlargement for Detail

UXBRIDGE

UXBRIDGE-PICKERING TOWNLINE ROAD

NINTH CONCESSION ROAD

CENTRAL STREET

5

MYRTLE ROAD

RAGLAN ROAD

BRAWLEY ROAD

HOWDEN ROAD

WHITBY

OSHAWA

PICKERING

SEVENTH CONCESSION ROAD

23

12

CONLIN ROAD

3

HIGHWAY 7

7

412

12

CONLIN ROAD

3

WHITEVALE ROAD

FIFTH CONCESSION ROAD

31

AJAX

TAUNTON ROAD

4

LAKE RIDGE ROAD

12

THICKSON ROAD

3

MARKHAM

MARKHAM-PICKERING TOWNLINE ROAD

27

WHITEVALE ROAD

FIFTH CONCESSION ROAD

31

AJAX

TAUNTON ROAD

4

LAKE RIDGE ROAD

12

THICKSON ROAD

3

TORONTO

401

FINCH AVENUE

KINGSTON ROAD

24

41

2

401

DUNDAS STREET

22

CONSUMERS DRIVE

52

ADELAIDE AVENUE

KING STREET

OLIVE AVENUE

22

BLOOR STREET

CLARINGTON

NASH ROAD

2

KING STREET

14

LIBERTY STREET

2031 Road Expansion Projects
November 2016

Regional Road Improvements

- Existing Road
 - 2 Lanes
 - 3 Lanes
 - 4/5 Lanes
 - 5 Lanes
 - 6/7 Lanes
- New Connection
 - 2 Lanes
 - 3 Lanes
 - 4/5 Lanes
 - 5 Lanes
 - 6/7 Lanes

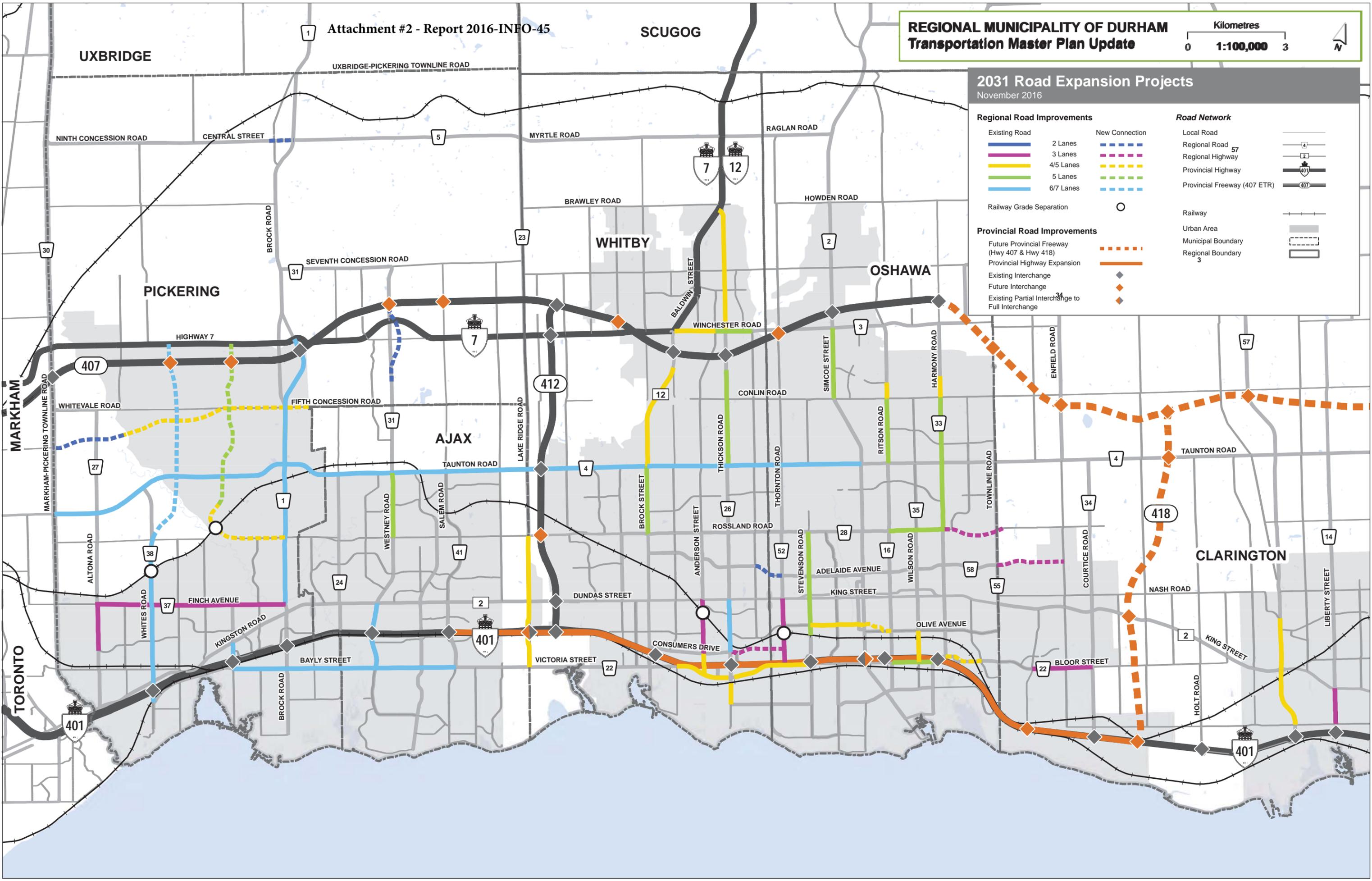
Railway Grade Separation

Provincial Road Improvements

- Future Provincial Freeway (Hwy 407 & Hwy 418)
- Provincial Highway Expansion
- Existing Interchange
- Future Interchange
- Existing Partial Interchange to Full Interchange

Road Network

- Local Road
- Regional Road 57
- Provincial Highway
- Provincial Freeway (407 ETR)
- Railway
- Urban Area
- Municipal Boundary
- Regional Boundary



2031 Higher-Order Regional Transit Network

November 2016

Durham Region Transit (DRT)

- Rapid Transit (Exclusive Lanes) ———
- Protect for Future Rapid Transit* - - - - -
- High Frequency Bus in HOV Lane ———
- Protect for Future HOV* - - - - -
- High Frequency Bus in Shared Lane ———
- Other Transit Spine ———

Peak Period Service Headway (minutes)



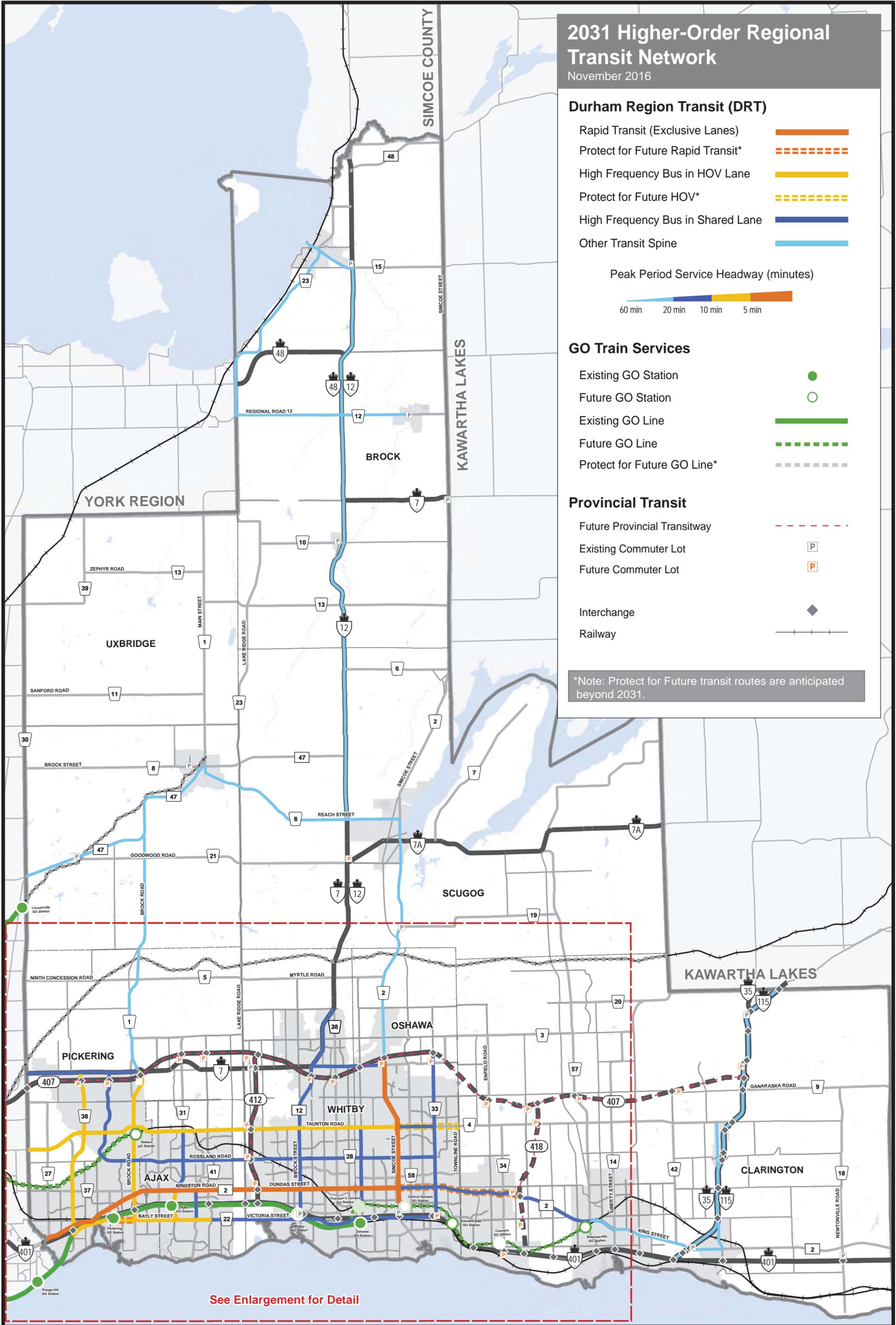
GO Train Services

- Existing GO Station ●
- Future GO Station ○
- Existing GO Line ———
- Future GO Line - - - - -
- Protect for Future GO Line* - - - - -

Provincial Transit

- Future Provincial Transitway - - - - -
- Existing Commuter Lot P
- Future Commuter Lot P
- Interchange ◆
- Railway ———|———|———|———|———

*Note: Protect for Future transit routes are anticipated beyond 2031.



See Enlargement for Detail

2031 Higher-Order Regional Transit Network

November 2016

Durham Region Transit (DRT)

- Rapid Transit (Exclusive Lanes) [Solid Orange Line]
- Protect for Future Rapid Transit* [Dashed Orange Line]
- High Frequency Bus in HOV Lane [Solid Yellow Line]
- Protect for Future HOV* [Dashed Yellow Line]
- High Frequency Bus in Shared Lane [Solid Blue Line]
- Other Transit Spine [Solid Light Blue Line]

Peak Period Service Headway (minutes)

60 min 20 min 10 min 5 min

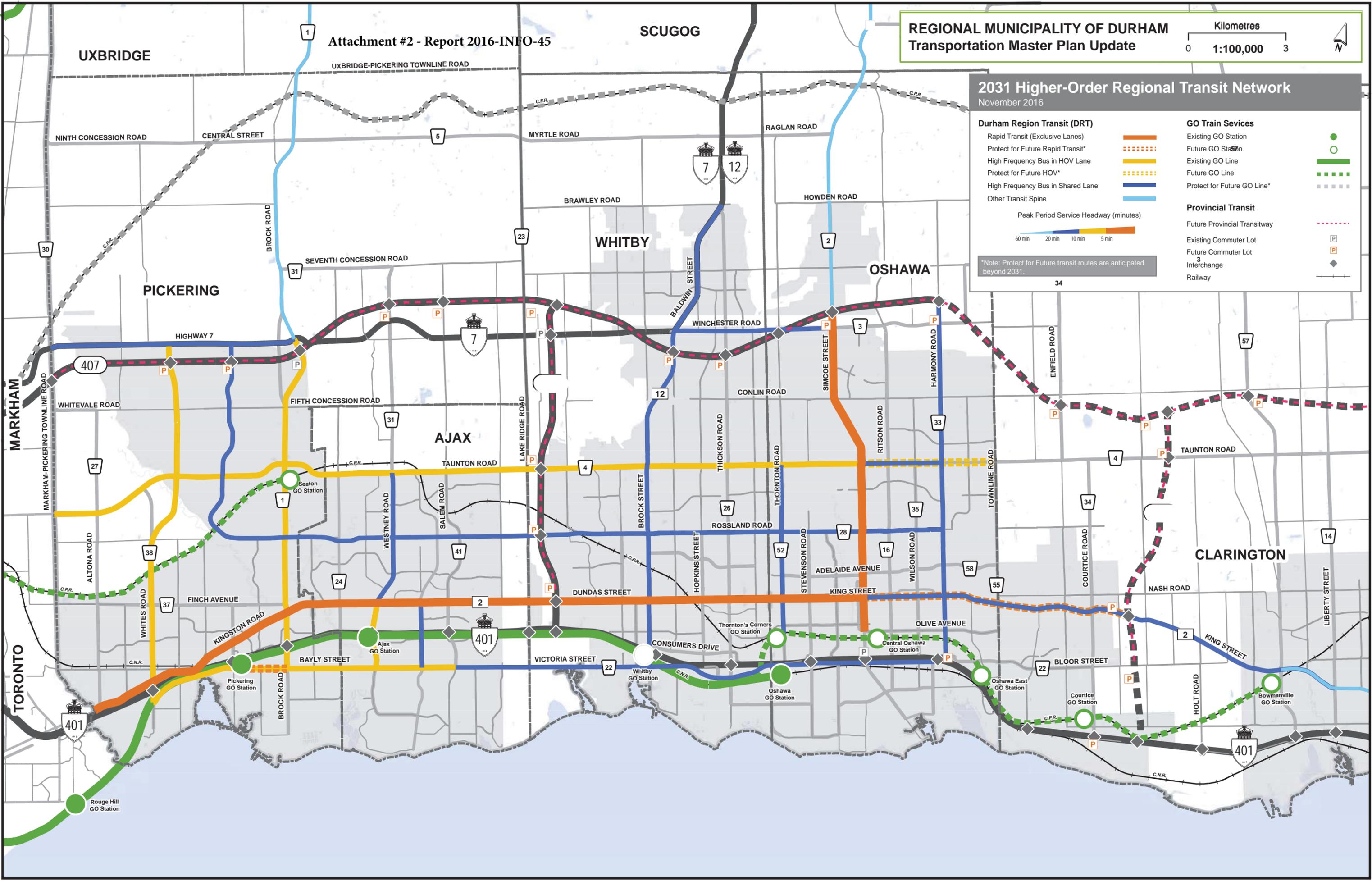
*Note: Protect for Future transit routes are anticipated beyond 2031.

GO Train Services

- Existing GO Station [Green Circle]
- Future GO Station [Green Circle with Outline]
- Existing GO Line [Green Line]
- Future GO Line [Green Line with Dashed Outline]
- Protect for Future GO Line* [Green Line with Dotted Outline]

Provincial Transit

- Future Provincial Transitway [Red Dashed Line]
- Existing Commuter Lot [P in Square]
- Future Commuter Lot [P in Square with Outline]
- Interchange [Diamond]
- Railway [Grey Line]



MARKHAM

TORONTO

PICKERING

AJAX

WHITBY

OSHAWA

CLARINGTON

UXBRIDGE-PICKERING TOWNLINE ROAD

MYRTLE ROAD

RAGLAN ROAD

BRAWLEY ROAD

HOWDEN ROAD

HIGHWAY 7

WINCHESTER ROAD

CONLIN ROAD

WHITEVALE ROAD

FIFTH CONCESSION ROAD

TAUNTON ROAD

THORNTON ROAD

TAUNTON ROAD

FINCH AVENUE

DUNDAS STREET

ADLAIDE AVENUE

NASH ROAD

BAYLY STREET

VICTORIA STREET

CONSUMERS DRIVE

OLIVE AVENUE

BLOOR STREET

KING STREET

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Short Term Cycling Routes

November 2016

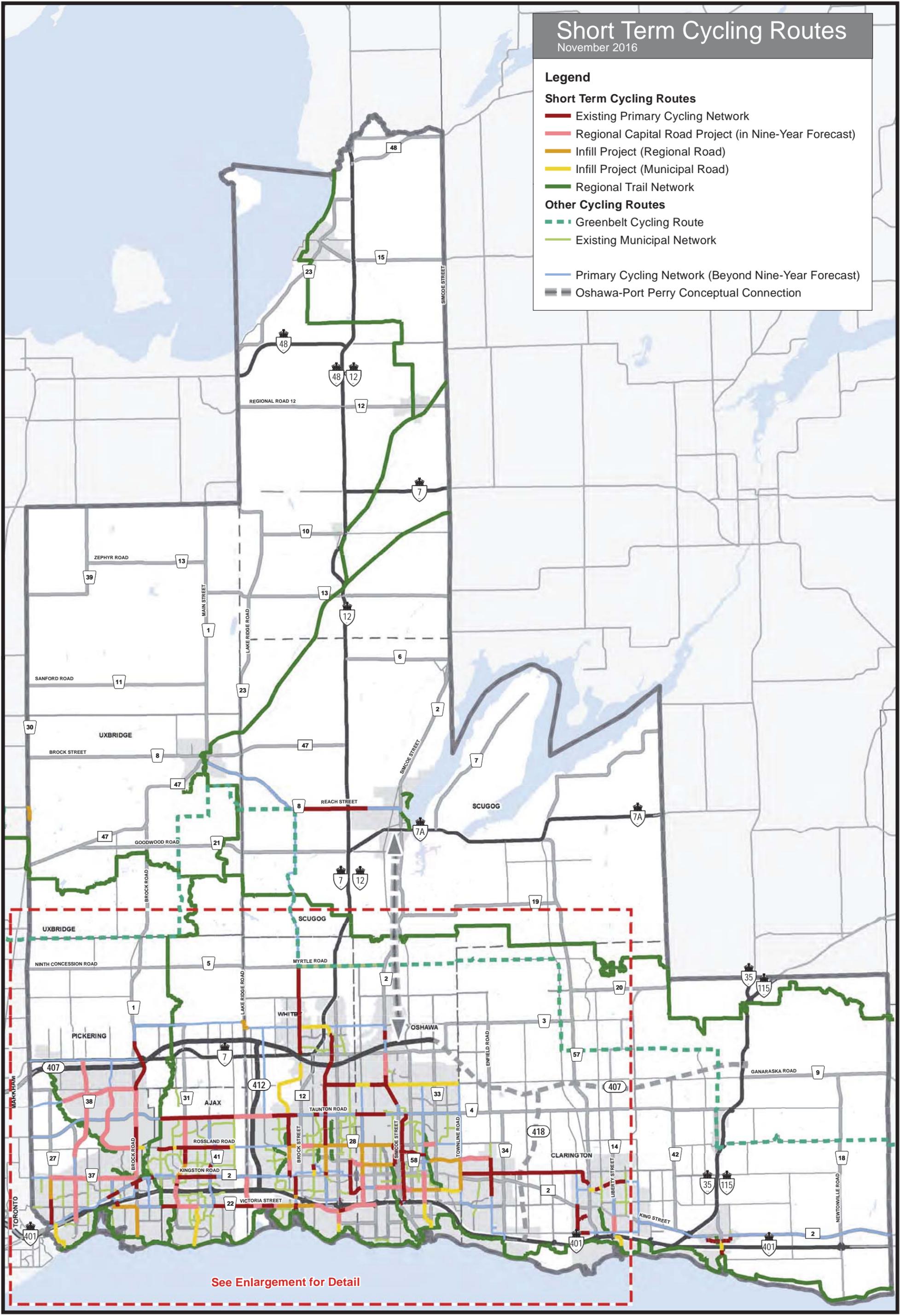
Legend

Short Term Cycling Routes

- Existing Primary Cycling Network
- Regional Capital Road Project (in Nine-Year Forecast)
- Infill Project (Regional Road)
- Infill Project (Municipal Road)
- Regional Trail Network

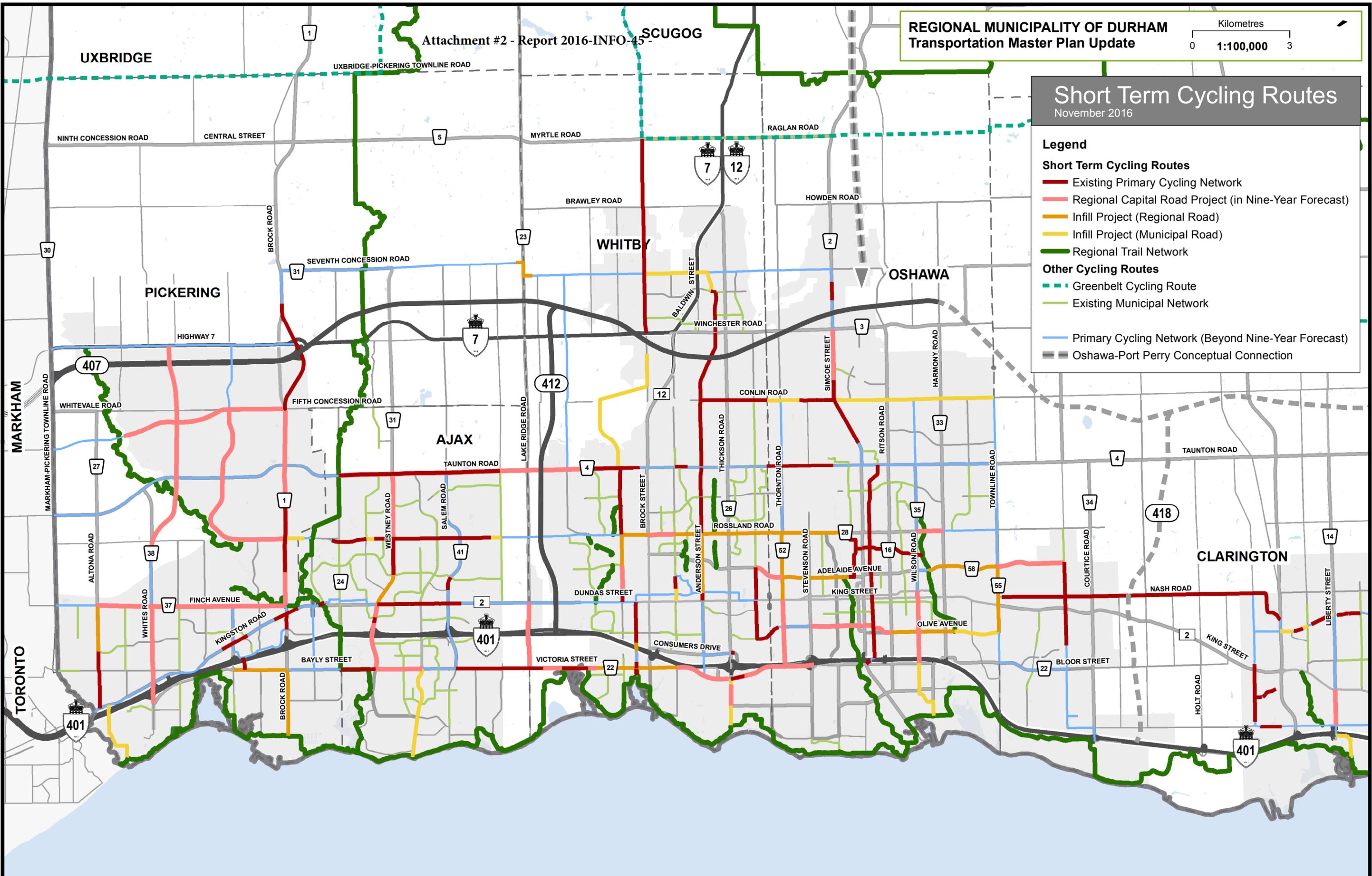
Other Cycling Routes

- Greenbelt Cycling Route
- Existing Municipal Network
- Primary Cycling Network (Beyond Nine-Year Forecast)
- Oshawa-Port Perry Conceptual Connection



See Enlargement for Detail

Note: Regional Council has only approved Capital Road Program financing for 2016. Timing for cycling projects shown in the Nine-Year Forecast, as well as Infill Projects, is tentative and subject to change.



Short Term Cycling Routes

November 2016

Legend

Short Term Cycling Routes

- Existing Primary Cycling Network
- Regional Capital Road Project (in Nine-Year Forecast)
- Infill Project (Regional Road)
- Infill Project (Municipal Road)
- Regional Trail Network

Other Cycling Routes

- Greenbelt Cycling Route
- Existing Municipal Network
- Primary Cycling Network (Beyond Nine-Year Forecast)
- Oshawa-Port Perry Conceptual Connection

Note: Regional Council has only approved Capital Road Program financing for 2016. Timing for cycling projects shown in the Nine-Year Forecast, as well as Infill Projects, is tentative and subject to change.



UXBRIDGE

UXBRIDGE-PICKERING TOWNLINE ROAD

NINTH CONCESSION ROAD

CENTRAL STREET

5

MYRTLE ROAD

RAGLAN ROAD

BRAWLEY ROAD

HOWDEN ROAD

WHITBY

OSHAWA

PICKERING

BROCK ROAD

SEVENTH CONCESSION ROAD

23

BALDWIN STREET

WINCHESTER ROAD

HIGHWAY 7

407

MARKHAM

MARKHAM-PICKERING TOWNLINE ROAD

30

WHITEVALE ROAD

FIFTH CONCESSION ROAD

31

412

12

CONLIN ROAD

3

407

3

33

ENFIELD ROAD

57

AJAX

TAUNTON ROAD

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SALEM ROAD

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THORNTON ROAD

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WILSON ROAD

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TOWNLINE ROAD

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418

TAUNTON ROAD

4

14

CLARINGTON

NASH ROAD

2

2

KING STREET

LIBERTY STREET

TORONTO

401

WHITES ROAD

38

37

FINCH AVENUE

37

KINGSTON ROAD

24

37

24

BAYLY STREET

37

37

WESTNEY ROAD

41

2

401

41

2

22

DUNDAS STREET

22

ANDERSON STREET

26

52

ROSSLAND ROAD

26

28

16

35

ADELAIDE AVENUE

16

KING STREET

58

55

OLIVE AVENUE

58

55

COURTICE ROAD

34

4

2

2

HOLT ROAD

2

401

Beyond 2031 Road Expansion Projects

November 2016

Regional Road Improvements

Road Expansion



Future Connection



Bridge Expansion



Non-Regional Road Improvements

Road Expansion



Future Connection



Road Reconstruction



Other Improvements

Railway Grade Separation



Future Interchange



Road Network

Local Road



Regional Road



Regional Highway



Provincial Highway



Provincial Freeway (407 ETR)



Railway



Urban Area



Municipal Boundary



Regional Boundary



Railway Grade Separation (by 2031)



Existing Interchange



Regional Road Improvements (by 2031)



*Note: Regional and Non-Regional Road Improvements are shown based on current road jurisdiction. Improvements are based on regional transportation needs regardless of current road jurisdiction.

Infrastructure Phasing Methodology and Criteria

Approach

The approach to the prioritization process for Regional Road infrastructure was to balance the needs of addressing congestion in the Region with those of improving the environment for other modes, providing access to new development lands, and providing value for money. Each of the recommended projects was scored against the following criteria:

- **Provides access to development** – the degree to which the project makes lands accessible for new development or intensification areas;
- **Manages congestion** – the degree to which the project alleviates congestion on the roadway or adjacent roadways;
- **Provides investment value** – the degree to which the capital cost of the improvement benefits users;
- **Addresses network gaps** – the degree to which the project improves connectivity, and in turn reduces pressures on existing neighbourhoods; and
- **Supports non-motorized and transit** infrastructure – the degree to which the project improves the operating environment for transit, cyclists and pedestrians.

Consideration for development timing on adjacent or upstream lands and the status of the project in the environmental assessment process were also factors in the recommended project phasing.

Scoring

The scoring of the prioritization followed the guidelines presented in Table 1.

Attachment #4 – Report #2016-INFO-45

Table 1: Criteria and Scoring for Prioritization of Infrastructure

Score	Provides Access to Development The degree to which the project makes lands accessible for new development or intensification areas	Manages Congestion The degree to which the project alleviates congestion on the roadway or on adjacent roadways	Provides Value The degree to which the capital investment benefits users	Addresses Network Gaps The degree to which the project improves connectivity that, in turn, reduces pressures on existing neighbourhoods	Supports Non-Motorized and Transit Infrastructure The degree to which the project improves the operating environment for transit, cyclists, and pedestrians
1	<ul style="list-style-type: none"> Limited impact on development 	<ul style="list-style-type: none"> Limited impact on congestion 	<ul style="list-style-type: none"> Low benefit for high cost 	<ul style="list-style-type: none"> Does not impact network gaps 	<ul style="list-style-type: none"> Limited to no impact on non-motorized and transit
2	<ul style="list-style-type: none"> Minor improvement to access to existing or new development areas 	<ul style="list-style-type: none"> Addresses future capacity needs (existing volume to capacity (v/c) ratio of < 0.5, future v/c > 0.5) 	<ul style="list-style-type: none"> Low-moderate benefit for high cost 	<ul style="list-style-type: none"> Improvement to existing grade separation 	<ul style="list-style-type: none"> Improves corridor with Other Transit Spine Opportunity to improve pedestrian / cycling facilities (rural)
3	<ul style="list-style-type: none"> Widening/capacity improvement of corridor that provides connection to new development or intensification areas Addresses long-term access needs 	<ul style="list-style-type: none"> Addresses future capacity needs (existing v/c > 0.5, future v/c > 0.8) 	<ul style="list-style-type: none"> Moderate benefit for moderate cost 	<ul style="list-style-type: none"> Addresses network bottleneck. New grade separation on a 2-lane corridor Improvement of existing highway interchange 	<ul style="list-style-type: none"> Provides connection to transit station Improves corridor that is protected for future HOV lanes/transit Opportunity to improve pedestrian/cycling facilities (urban)
4	<ul style="list-style-type: none"> Widening/capacity improvement of corridor with direct access to new development or intensification areas Address short/medium-term access needs 	<ul style="list-style-type: none"> Addresses future capacity needs (existing v/c > 0.5, future v/c > 0.9) 	<ul style="list-style-type: none"> Moderate-high benefit for low cost 	<ul style="list-style-type: none"> Addresses network bottleneck. Improves corridor that provides network alternative. New grade separation on a 4-lane corridor Improvement of existing highway interchange in employment area 	<ul style="list-style-type: none"> Improves corridor with High Frequency Network (HFN) bus in shared lane Improves corridor that is protected for future Rapid Transit. On Primary Cycling Network

Attachment #4 – Report #2016-INFO-45

Score	Provides Access to Development The degree to which the project makes lands accessible for new development or intensification areas	Manages Congestion The degree to which the project alleviates congestion on the roadway or on adjacent roadways	Provides Value The degree to which the capital investment benefits users	Addresses Network Gaps The degree to which the project improves connectivity that, in turn, reduces pressures on existing neighbourhoods	Supports Non-Motorized and Transit Infrastructure The degree to which the project improves the operating environment for transit, cyclists, and pedestrians
5	<ul style="list-style-type: none"> • New road with direct access to new development or intensification areas • Address existing and short-term access needs 	<ul style="list-style-type: none"> • Addresses existing and future capacity needs (existing v/c > 0.8, future v/c > 1.0) 	<ul style="list-style-type: none"> • High benefit for low cost 	<ul style="list-style-type: none"> • New corridor that provides network connectivity. • New grade separation on a 6-lane corridor or Rapid Transit corridor • New highway interchange. 	<ul style="list-style-type: none"> • Improves corridor with HFN bus in HOV lane • On Primary Cycling Network with high potential for Active Transportation usage

Draft Proposed Actions

The following list of draft proposed actions will be presented for public and stakeholder review and discussion during up-coming consultations. Additions or revisions to the list will be made to reflect feedback received from Regional and area municipal staff, other key stakeholders and the public as work progresses on the Draft TMP report, and the revised proposed actions will be recommended to Regional Council as part of the Final TMP report.

Implementation of the Final TMP and proposed actions will be subject to long term financial planning to set Regional Council priorities and the Region’s annual Business Planning and Budget process.

Land Use and Transportation

Direction 1: Strengthen the bond between land use and transportation

Goal 1.1: Neighbourhoods and employment areas will offer multimodal options

- 1) Develop TDM development guidelines and a checklist for reviewing new development.
- 2) Apply a more rigorous review of site design in the development review process, with a focus on pedestrian, cycling and transit access.

Goal 1.2: Transit oriented development will be evident across the Region, particularly in Centres, corridors and other areas adjacent to the higher order transit network

- 3) Adopt Transit Oriented Development Guidelines (TOD), in consultation with the area municipalities and other stakeholders.
- 4) Work with the area municipalities to develop a Regional TOD Strategy for lands along Regional Corridors as well as selected rapid transit stations, where there is significant opportunity for new development or intensification.
- 5) Implement a TOD checklist for development review to support intensification, particularly in existing centres and corridors, and direct growth to new or emerging centres and corridors.

Public Transit

Direction 2: Elevate the role of integrated public transit including rapid transit

Goal 2.1: Transit will be convenient and reliable across the Region

- 6) Continue to periodically publish a Five Year Service Strategy for Durham Region Transit that will identify planned changes to transit routes and other service characteristics.
- 7) In the Region's urbanized areas, continue to provide service to as many residences and workplaces as possible by aiming to provide area coverage within a 400 metre (5 minute) walk of peak transit stops. Demographic and built-form characteristics of the community will influence transit service design and its proximity to residences and workplaces.
- 8) When expanding service into rural parts of Durham Region, consider introducing new demand-responsive services, or expanding the service area of existing nearby demand-responsive routes.
- 9) Conduct a feasibility study of early service agreements for new developments, assessing both the longer-term ridership benefits and costs to developers and DRT.
- 10) Periodically review, expand and amend DRT Guiding Principles and Service Design Guidelines to better inform planning and operational decisions as the Region's urban structure develops.
- 11) On High Frequency Network (HFN) routes, where short headways will enable customers to rely on transit for spontaneous travel, the service guideline for minimum headways will be given higher priority than service guidelines for passenger boardings, when conflicts arise.
- 12) As part of the process of developing the Five Year Service Strategy for Durham Region Transit, continue to assess the transit fleet needs for the upcoming five-year period and prepare a fleet expansion plan as needed.
- 13) Identify transit station and terminal needs, including needs for upgrades to existing facilities and physical footprint and operational parameters for future facilities, as early as possible in the planning process to enable protection of land and permit long term financial planning.
- 14) Identify new operations and maintenance facility needs to support service expansion as early as possible in the planning process, to enable protection of land and financial resources required for timely delivery and permit long term financial planning.
- 15) Institute a transit priority program to identify and implement measures such as transit signal priority and queue jump lanes that reduce transit delay and travel time variability at key locations. Priority will be given to Rapid Transit corridors (in the short term prior to the implementation of dedicated lanes) and HFN corridors, as well as to mitigating the effects of construction projects on transit service costs and reliability.

- 16) Strongly encourage Metrolinx to conduct audits of existing walking and cycling access conditions to GO stations in collaboration with the Region and area municipalities, with the objective to review and update station area active transportation improvement plans.

Goal 2.2: Higher Order Transit will connect major destinations

- 17) Designate the rapid transit corridors shown on the Higher-Order Regional Transit Network map, protect the required rights-of-way, conduct required environmental assessments and functional design studies and implement the proposed rapid transit routes and HFN.
- 18) Work with Metrolinx to update and provide station infrastructure that will support effective local transit service with the introduction of frequent GO Rail service on the Lakeshore East corridor, as well as the extension of GO Rail service to Bowmanville.
- 19) Work with Metrolinx to ensure the successful implementation of Regional Express Rail (RER), which includes 15-minute electrified service to Oshawa by 2025, and to relocate the primary Lakeshore East GO Rail service from the current Oshawa GO station to the Central Oshawa Station and connect with the Downtown Oshawa Urban Growth Centre.
- 20) Continue to work with the Province to advocate for the extension of GO Rail service to Seaton to better serve future residents of the North Pickering area.
- 21) Protect existing railway corridors to allow for future implementation of regional passenger rail service, including the CP Rail Havelock Subdivision through the future Pickering Airport area to Peterborough and the Metrolinx Uxbridge Subdivision from the GO Lincolnville Station to Uxbridge.
- 22) Work with local municipalities to enable and encourage more intensive, compact land uses within an 800 metre (10 minute) walk of rapid transit, HFN corridors, stations and terminals.
- 23) As part of the next stage of rapid transit planning, develop guidelines for walking and cycling access to rapid transit stations and major stops on HFN corridors, considering the character and quality of access routes and amenities both on and off Regional lands and availability of funding. Guidelines should also describe how walking and cycling access needs should be considered in the Priority Neighbourhoods identified by the Durham Region Health Department.
- 24) As rapid transit corridors are planned and implemented, apply the walking and cycling access guidelines to all rapid transit stops.
- 25) Work with local municipalities to systematically review walking and cycling access to existing major stops on HFN corridors, identify upgrades and plan their implementation.

Goal 2.3: Transit will offer a superior user experience

- 26) Work with Regional stakeholders, Metrolinx, and area municipalities to develop Transit Stop Design Guidelines to set in place comprehensive guidelines related to the planning and design of transit infrastructure.
- 27) Review and research how the demand-response service model that is planned in Phase 2 of the Rural North Service Transit Strategy can be expanded to supplement and provide transit services in other low demand areas, subject to availability of funding. Develop a flexible delivery model that can leverage traditional and new mobility service providers.
- 28) Leverage new and cost effective mobility services and technologies that have the potential to support and complement DRT's network of rapid transit and frequent transit by addressing the "last mile" needs of transit riders.
- 29) Develop and implement a consistent transit signage and wayfinding strategy that improves travel information and customer experience.
- 30) Continue to work with Metrolinx, York Region Transit and the Toronto Transit Commission to develop a GTHA-wide fare integration policy.

Walking and Cycling**Direction 3: Make walking and cycling more practical and attractive**

Goal 3.1: A comprehensive Region-wide cycling network will connect people to destinations with safe and comfortable facilities supporting both utilitarian and recreational cycling.

- 31) Continue to implement and maintain the designated Primary Cycling Network as the long term cycling network for the Region, in accordance with the funding formula approved by Regional Council.
- 32) Review and update the Primary Cycling Network, as approved by Regional Council in the Regional Cycling Plan and integrated into the TMP, approximately every five years in consultation with the area municipalities, cycling groups and other stakeholders.
- 33) Continue to work with area municipalities to implement the Regional Trail Network (RTN). This includes on-going input from the Durham Trails Coordinating Committee (DTCC) to inform priorities and identify partnership opportunities. Explore opportunities to identify and improve trails to promote active transportation, as appropriate for the context.

Goal 3.2: Cycling routes that provide access to major destinations, improve network connectivity, and enhance Regional cycling tourism will be prioritized to provide a cohesive network over a shorter-term horizon

- 34) Include the identified infill connections within Regional rights-of-way in the Region's annual Regional Road Program Capital Budget and Nine Year Forecast process for consideration and prioritization with other transportation projects as part of the Region's annual business planning and budget process.
- 35) Seek collaboration with provincial and federal partners to advance the implementation of the key infill connections within the Primary Cycling Network beyond the capital program, as well as connecting routes between the Waterfront Trail and Greenbelt Cycling Route, in partnership with area municipalities and other agencies.

Goal 3.3: Built environments will support walking and cycling

- 36) Work with the area municipalities to protect for the Primary Cycling Network, and where feasible have sections of cycling facilities implemented through the development review process for any roadways identified in the Region's Primary Cycling Network.
- 37) Cycling and pedestrian facilities will be referenced in more detail throughout Regional design and policy documents. The updated Arterial Corridor Guidelines developed within the scope of the TMP will be refined to show how the Regional Cycling Plan impacts the street typologies, particularly for cycling-supportive streets. The updated guidelines should be reflected in the Regional Official Plan, particularly Table E7 which should be expanded to provide a more detailed description of cycling facilities.
- 38) Address pedestrian and cycling access across and through intersections by considering design features such as enhanced pavement markings, bike boxes or other cycling infrastructure, physical modifications such as curb extensions, pedestrian and cycling-friendly signal timing and lighting, as appropriate and feasible in the context of the project. These features will be prioritized where significant numbers of pedestrians and cyclists can reasonably be expected.
- 39) Work with the area municipalities, developers and other stakeholders as appropriate to enhance the walking and cycling environment through streetscaping measures along Regional roads, such as street trees, public art and/or amenities as appropriate, feasible and subject to availability of funding.
- 40) Provide priority maintenance along Regional road corridors with on-road cycling facilities that form part of the Primary Cycling Network. Work with the area municipalities to ensure timely maintenance of in-boulevard cycling facilities along the Primary Cycling Network and pedestrian facilities along Regional roads that provide access to major trip generators (major transit, schools, hospitals, etc.)

Goal 3.4: More transit trips will involve walking and cycling

- 41) Continue to promote high quality walking and cycling connections to major transit facilities, in cooperation with the area municipalities.
- 42) Collaborate with the area municipalities and Metrolinx to explore the feasibility of providing secure bicycle parking at major transit hubs and public bike share systems where local interest is expressed.

Goal 3.5: Programs will motivate Durham residents to walk and cycle

- 43) Continue to promote walking and cycling through the Smart Commute Durham program.
- 44) Continue to act in a Regional coordination role to promote and publish cycling materials Region-wide through the Cycle Durham website and on-going communication strategy.
- 45) Work towards the production of a Region-wide cycling map with municipal and non-profit partners. The accuracy of existing data will be verified with each municipality and updated on an annual basis to provide a complete Regional database of cycling networks.

Roads

Direction 4: Optimize road infrastructure and operation

Goal 4.1: Regional roads will be continuous and connected

- 46) Update the hierarchical road system comprising Type A, B and C Arterial roads and the freeway system to include a new Type "T" overlay designation for arterials comprising the Rapid Transit network and High Frequency Bus in High Occupancy Vehicle (HOV) lane corridors. Update Schedule E – Table E7 in the Regional Official Plan to include new criteria for Type "T" arterials. The minimum right-of-way width for these corridors would be 45 metres, except in constrained built-up/heritage areas.
- 47) Update Schedule C - Maps C1 and Map C2 of the Regional Official Plan to include recommended network changes identified in the TMP.
- 48) Advise the area municipalities of the network changes recommended through the TMP regarding the designation of specific arterial roads.
- 49) Finalize and adopt, through the Regional Official Plan, a Regional road right-of-way protection map specifying ultimate right-of-way widths that can be acquired under the Planning Act through development applications. This map will generally be based on needs beyond 2031 and may be refined through future study.
- 50) In coordination with the area municipalities, undertake feasibility studies for the following road links: Ravenshoe Road extension to Highway 7 at Highway 12; Clements Road

connection, Stellar Drive extension, Shirley Road extension, and Courtice/Enfield Road connection.

Goal 4.2: Regional roads will serve all modes and users

- 51) Adopt a complete streets approach for road planning, design, operation and maintenance, where a complete streets approach includes consideration of the needs of all travel modes as appropriate and feasible within the context of each project.
- 52) Develop a formal framework and use Multimodal Level of Service (MMLOS) approaches to assess road designs and allocate right-of-way, and promote the use of this concept for transportation impact studies submitted as part of development applications.
- 53) Update and adopt the Arterial Corridor Guidelines, to reflect complete streets principles and recent best practices for design, particularly for transit and cycling facilities.
- 54) Encourage and support efforts by area municipalities to develop and adopt complete streets policies.
- 55) Provide paved shoulders as part of all future rural Regional road construction, reconstruction and rehabilitation projects to improve safety and better accommodate pedestrians, cyclists and agricultural vehicles, except where an engineering assessment determines that it is not feasible to do so. Develop and adopt Regional standards for the design and construction of paved shoulders on rural Regional roads.

Goal 4.3: Regional roads will grow with the Region

- 56) Subject to annual review through the Asset Management and Transportation Servicing and Financing Studies, and approval of the related budgets, continue to develop and maintain the Regional road network in a manner that ensures a safe, connective and sustainable network.
- 57) Petition the Provincial Government to improve the capacity of Highway 401 through widening and potential conversion of lanes for HOV in congested areas.
- 58) Request the Ministry of Transportation to review the location and configuration of future Highway 401 interchanges and grade separations in Durham Region, especially near Liverpool Road (City of Pickering), between Harmony Road and Courtice Road (City of Oshawa/Municipality of Clarington) and near Lambs Road (Municipality of Clarington), and liaise with the Ministry and the area municipalities in conducting the review.
- 59) Work with the Region of York and City of Toronto to accelerate the widening of Steeles Avenue for vehicular, transit and HOV capacity.

- 60) Continue to support a transportation asset management program that enables the existing and future transportation infrastructure to be maintained in a state of good repair and optimize rehabilitation investments, while not compromising on safety and level of service.

Goal 4.4: Road operations will support a better quality of life

- 61) Develop and implement a Road Safety Strategic Plan which will focus on reducing fatalities and personal injury collisions, promoting safer walking and bicycling and reducing the number of intersection-related collisions.
- 62) Work with the Durham Regional Police Service and other stakeholders to reinforce the benefits of safe driving and to combat distracted and impaired driving.
- 63) Continue to implement intersection improvements on an annual basis to reduce congestion due to bottlenecks and improve safety for all users.
- 64) Engage the railway companies proactively to gain their support, including financial, for improving the safety of railway crossings of Regional roads, including construction of grade separations where conflict warrants have been established.
- 65) Address and leverage existing and emerging cost effective technologies, such as connected vehicles, autonomous vehicles and smart phone technology, in transportation systems management.
- 66) Continue to implement measures from the Region's Traffic Management Guide for Hamlets to address traffic management issues in hamlets and other built-up rural areas.
- 67) Work with the Ministry of the Environment and Climate Change to develop a methodology for a streamlined approach to future air quality assessments for transportation projects.
- 68) Apply best practices for designing and adapting transportation infrastructure to better respond to climate extremes and climate change and mitigate stormwater run-off.

Travel Choices

Direction 5: Promote sustainable travel choices

Goal 5.1: Smart Commute Durham will increase its reach and effectiveness

- 69) Expand Smart Commute Durham's membership base by at least one member annually through 2020, in accordance with Metrolinx performance objectives.
- 70) Evaluate the benefits and costs of creating an affiliate membership grade that offers a lower level of service as a means of recruiting new members, and if favourable then recommend to Regional Council for potential implementation through the annual business plans and budgets.

- 71) Evaluate the benefits and costs of providing employer transit passes, individualized marketing and other innovative new services to Smart Commute Durham members, and if favourable then recommend demonstration projects in to Regional Council through the annual business planning and budget process. Continually scan for best practices that could be adapted from other jurisdictions.
- 72) Continue to lead by example by implementing targeted TDM initiatives for Region of Durham employees.

Goal 5.2: Residents will make sustainable travel choices more often

- 73) Create and promote an accessible online clearinghouse for practical information on travel choices in Durham Region that serves a wide range of travellers, modes and trip purposes.
- 74) Create and maintain a regional cycling map, in printed and/or online format that identifies cycling facility types, road safety hotspots, steep hills, transit hubs and other information of concern to potential cyclists.
- 75) Work with partners to develop and implement a program that promotes travel choices through events such as Bike Month, Walk to School Month and Carpool Week. Integrate positive multimodal messages into Regional communications on infrastructure, health, recreation and other public services.
- 76) Develop, test and deliver a targeted, sustained program of individualized marketing that supports public awareness and use of Regional facilities and services for active transportation, transit and carpooling. Maximize effectiveness and efficiency by applying best practices developed through experience elsewhere in the GTHA.
- 77) Work with partners to develop and support school travel planning and Active and Safe Routes to School programs across Durham Region.
- 78) Regularly review the need and opportunity for additional rural and small urban community commuter lots.

Goal 5.3: New development will support sustainable travel choices

- 79) Create a TDM-supportive development strategy, in partnership with the area municipalities, that will require new developments to support transit, active transportation and carpooling. Actions could include reviewing and updating zoning by-laws and development agreement checklists, and requiring certain development applications to identify travel behaviour targets and the actions required to achieve them. Implementation of the strategy would benefit from tools and events to share information with municipal staff members, developers and consultants, and to discuss their questions and concerns.

- 80) Create a regional parking strategy for strategic nodes and corridors, in partnership with the area municipalities. Actions could include amendments to zoning by-laws (e.g. to reduce parking minimums, set maximums and allow shared parking), identifying parking supply caps for key districts, and studying the feasibility and benefits of public parking authorities.

Goods Movement

Direction 6: Improve goods movement to support economic development

Goal 6.1: The built environment will support goods movement

- 81) Add the following routes to the Strategic Goods Movement Network, designated in the Regional Official Plan to support connectivity to the lakefront industrial areas, including the Port of Oshawa: Bayly Street/Victoria Street/Bloor Street from Brock Road to Courtice Road; Courtice Road from Bloor Street to Highway 401; the southerly extension of routes on Brock Road, Lake Ridge Road and Thickson Road from Highway 401 to the proposed Bayly/Victoria/Bloor route; and Farewell Street between Bloor Street and the Port of Oshawa.
- 82) Regularly review and update the Strategic Goods Movement Network in consultation with the area municipalities and key stakeholders.
- 83) Implement and promote the Strategic Goods Movement Network by identifying and planning for removal of barriers (e.g. load restrictions, turning radii, height requirements, pavement condition) as part of Regional road expansion and rehabilitation projects, signing preferred truck routes, disseminating information on the network, and avoiding by-law restrictions to truck movement on preferred routes.
- 84) Develop criteria for evaluating land use plans from a goods movement perspective to minimize conflicts between truck traffic generated by employment areas and adjacent communities.
- 85) Implement measures from the Traffic Management Guideline for Hamlets to address the impacts of truck traffic in hamlets and small communities in rural areas through the Regional roads capital and rehabilitation programs.
- 86) Create standards for access and loading for different land use types, including considering freight centres to support industrial areas, off-street neighbourhood loading facilities for commercial developments in downtown areas, and on-street loading bays in specific areas that otherwise cannot accommodate off-street loading. Work collaboratively with the area municipalities to develop and implement these standards.
- 87) Develop criteria for evaluating transportation initiatives from a goods movement perspective.

- 88) Review and update road design standards as needed to provide an acceptable and cost effective level of service for goods movement on Regional roads.
- 89) Protect ROWs to provide for safe and efficient truck connectivity to existing and future intermodal facilities, and improve connectivity between modes.
- 90) Design new or reconstructed Regional arterials linking employment areas with Highway 401 and Highway 407 to accommodate Long Combination Vehicles, where feasible.
- 91) Identify and promote potential locations for inter-modal transfer facilities to enable more use of rail and other modes.
- 92) Work with special industries and national bodies for targeted and effective use of existing special intermodal facilities, such as Oshawa Airport and the Port of Oshawa.
- 93) Work with the area municipalities to plan for efficient truck access to current and future intermodal hubs, including zoning and land use planning, as well as physical infrastructure such as turning lanes, turning radii, conditions of railway grade crossings, and connectivity to the freeway system.

Goal 6.2: Collaboration will inform and support shared solutions

- 94) Introduce an internal Regional staff committee for goods movement, comprising transportation planning, traffic operations, land use planning and economic development interests, in order to coordinate and comment on subsequent goods movement initiatives.
- 95) Initiate a Durham Regional freight forum, with participation from all levels of government that have jurisdiction within the Region, industry “thought leaders”, major carriers and port authorities. The purpose of the forum is to identify specific goods movement issues and to find ways to address them in partnership, acting as a coalition of “goods movement champions” and addressing opportunities and challenges. The freight forum would focus on Durham-specific issues. It would coordinate with broader GTHA initiatives, such as the Southern Ontario Gateway Council, and other governments to promote effective goods movement throughout the GTHA. The stakeholders consulted as part of this study could serve as a base from which freight forum membership may be drawn.
- 96) Develop a goods movement communication strategy that engages and educates the public and elected officials. Communicate the importance of integrating consideration of goods movement into all aspects of Regional business, identifying the barriers in the existing network, and promoting a consistent and supportive road network for goods movement.
- 97) Work with private industry and national bodies to expand international processing abilities, including encouraging freight-related industries, such as third party logistics providers and bonded warehouses.

- 98) Work with all levels of government and the private sector to ensure that plans for goods movement address the entire route (“shelf to shelf”) to maximize efficiency.
- 99) Work with the Province and adjacent regions to normalize weight and size requirements and work with local industries to identify ways to provide infrastructure to meet specific needs.

Goal 6.3: Freight information will support policies, plans and practices

- 100) Create a common set of metrics and collect data to measure performance.
- 101) Conduct or participate in goods movement surveys and other data collection initiatives to improve understanding of the structure and nature of freight activity.
- 102) Work with other governments in the GTHA to develop a GTHA-wide initiative for multi-modal freight data collection.
- 103) Work with MTO and the Federal government to produce and release regular goods movement data to facilitate planning and avoid duplication of resources.
- 104) Ensure the Region has the data, tools, and knowledge to fully participate in super-regional, Provincial, and national efforts (such as the ongoing Continental Gateway initiative) to invigorate the rail network and capitalize on Durham’s geographic advantage to become a new rail hub for service to and from eastern Ontario.
- 105) Monitor and promote technologies that can reduce drayage times, avoid congestion, and disseminate information (e.g. E-seals, radio frequency identification, traffic and wait time information for drivers), and investigate the use of new cost effective technologies on Regional facilities (e.g. through traffic control systems).

Implementation

Direction 7: Invest strategically in the transportation system

Goal 7.1: Phased transportation investments will support Regional objectives

- 106) Subject to annual review and approval through Servicing and Financing Studies and the related budgets, develop the Regional road, transit and cycling networks in a phased approach as recommended to accommodate travel demand growth.

Goal 7.2: A life-cycle approach will optimize total costs

- 107) Continue to plan growth and asset management related infrastructure investments, including modifications, in a manner that recognizes implications for service level standards, operating and maintenance practices and life cycle costs.

Goal 7.3: Transportation funding will be adequate, stable and predictable

108) Work with Provincial and Federal Governments to maximize senior government grant funding opportunities to obtain sustainable, dedicated funding sources for financing transportation infrastructure and services.

Goal 7.4: Performance measurement will support evaluation and updates

109) Develop and conduct a region-wide transportation monitoring program, and report progress to Regional Council on a regular basis.

110) Support new and on-going data collection initiatives critical to monitoring transportation conditions and predicting future needs, including the:

- Census of Canada Journey to Work/Place of Work data;
- Transportation Tomorrow Survey;
- Cordon Count Program;
- MTO Travel Time Study; and
- Region of Durham Walking Network Database.

111) Conduct future reviews of the Transportation Master Plan in conjunction with a comprehensive review of the Regional Official Plan.

112) Consider the relevant recommended actions of the Transportation Master Plan in a future transportation-related amendment of the Regional Official Plan.

EARLY RELEASE OF REPORT



The Regional Municipality of Durham Report

To: Committee of the Whole
From: Commissioner of Planning and Economic Development
Report: #2017-COW-**
Date: January 11, 2017

Subject:

Decision Meeting Report

Application to Amend the Durham Regional Official Plan, submitted by Mulock Farms Ltd., to permit the severance of a dwelling rendered surplus as a result of the consolidation of non-abutting farm parcels in the Township of Brock, File: OPA 2016-001

Recommendations:

That the Committee of the Whole recommends to Regional Council:

- A) That Amendment No. 167 to the Durham Regional Official Plan, to permit the severance of a dwelling rendered surplus as a result of the consolidation of non-abutting farm parcels, be adopted as contained in Attachment #4 to Commissioner's Report #2017-COW-**; and
 - B) That "Notice of Adoption" be sent to the applicant, the applicant's agent, the Township of Brock, the Ministry of Municipal Affairs and Housing, and all other persons or public bodies who requested notification of this decision.
-

Report:

1. Background

- 1.1 On February 2, 2016, Mulock Farms Ltd. (Mulock) submitted an application to amend the Durham Regional Official Plan (ROP) to permit the severance of a dwelling rendered surplus as a result of the consolidation of non-abutting farm parcels in the Township of Brock.

- 1.2 The subject property is located on the north side of Durham Regional Road Highway 48 (Highway 48), approximately 1 kilometre east of Highway 12. The property is irregular in shape and is legally described as Part of Lot 8, Concession 10, in the Township of Brock (refer to Attachment No. 1). The property contains a two-storey detached dwelling and two accessory buildings (a metal storage building and a frame barn). Access to the property is currently off Highway 48. The northeast portion of the property, adjacent to the Trent-Severn Waterway contains a woodlot and wetland.
- 1.3 The proposed severed parcel would include the existing dwelling and accessory metal storage building. The retained parcel would include the existing frame barn, which has a floor area of 187 square metres (2,015 square feet). The proponent has advised that the barn will not contain livestock and will be used solely for equipment supply and storage purposes.
- 1.4 Surrounding land uses include:
- North – agricultural lands, woodlots and the Trent-Severn Waterway;
 - East – agricultural lands, and a woodlot;
 - South – agricultural lands; and
 - West – agricultural lands, and wetlands.
- 1.5 Following the Public Information Meeting held on March 22, 2016, Mulock also submitted a Zoning By-law Amendment application to the Township of Brock (File Number 1-2016-RA) to prohibit the development of residential uses on the farm parcel to be retained.

2. Regional Official Plan Amendment Application

- 2.1 The ROP amendment application proposes to sever a 0.78-hectare (1.93-acre) rural residential lot, leaving a 50 hectare (123.55 acre) agricultural lot. The applicant has advised that an additional vehicular access off Highway 48, east of the severed parcel, will be in favour of the retained farm parcel to provide separate accesses for the lots.
- 2.2 The following reports were submitted in support of the application:
- A Planning Justification/Agricultural Assessment Report, prepared by Clark Consulting Services, dated August, 2015 (revised January, 2016) concluded that the application conforms to the applicable Provincial and Regional policies.

- A Land Holding Inventory prepared by Clark Consulting Services, indicates that Mulock acquired the site in June 2013. Mulock currently owns a total of ten farms containing six dwellings. Three of the farm properties are located within the Township of Brock (refer to Attachment No. 2). The other seven properties are in the City of Kawartha Lakes. The farm holdings have a combined total of more than 395 workable hectares (978 acres). Two of the six dwellings, including the subject dwelling are unoccupied. The proponents currently reside in one of the other dwellings, and the three remaining dwellings are rented to tenants that are not employed by Mulock.
- A signed Site Screening Questionnaire completed by Hancock Engineering Services, dated October 29, 2015 did not identify any issues of potential environmental concern associated with the site.

3. Planning Analysis

Provincial Policies

- 3.1 The subject property is located within the Protected Countryside of the Greenbelt Plan. Both the Greenbelt Plan and Provincial Policy Statement permit the severance of a residence surplus to a farming operation as a result of farm consolidation, provided that the planning authority ensures that a new residential dwelling is not permitted on the proposed farm lot created by the severance.
- 3.2 The property is also subject to Minimum Distance Separation (MDS) policies. The Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) has prepared new MDS policies, which come into effect on March 1, 2017. The new policies allow for the exemption of unoccupied livestock facilities (i.e. barns) from MDS separation requirements, provided that:
- such buildings are deemed to be structurally unsound or not reasonably capable of housing livestock; or
 - the portion of the lot on which the unoccupied livestock barn is located is zoned such that the building shall not be used for housing livestock; or
 - the floor area of the unoccupied livestock facility is less than 100 square metres (1,076 square feet).

Regional Official Plan

- 3.3 The subject property is designated "Prime Agricultural Areas" in the ROP. The policies of the ROP state that Prime Agricultural Areas shall be used primarily for agricultural and farm-related uses.

3.4 Policy 9A.2.10 of the ROP allows for the consideration of a severance for a farm dwelling rendered surplus as a result of a farmer acquiring a non-abutting farm, by amendment to this Plan, provided that:

- the dwelling is not needed for a farm employee;
- the farm parcel to be acquired is of a size which is viable for farming operations;
- within the Protected Countryside of the Greenbelt Plan Area, the dwelling was in existence as of December 16, 2004; and
- the farm parcel is zoned to prohibit any further severances and the establishment of any residential dwelling.

The ROP also states that no further severances shall be permitted from the acquired parcel.

3.5 As previously noted, Mulock owns a total of 10 farm properties located in the Township of Brock and the City of Kawartha Lakes. There are a total of six dwellings on the 10 parcels owned by Mulock, one of which is on the subject property and is unoccupied. The Mulock's farm operation does not employ any full-time employees other than its principals. The existing dwelling is surplus to the needs of the farm operation. Additionally, the retained farm parcel is of a size which is viable for farming operations.

3.6 The dwelling on the property existed prior to December 16, 2004 in accordance with the Greenbelt Plan. The proposed severed lot is of a sufficient size to accommodate the existing dwelling and private servicing systems.

3.7 On November 7, 2016, the Council of the Township of Brock passed a resolution supporting the approval of the application to amend the ROP. The Township has also adopted Zoning By-law No. 2692-2016-PL (refer to Attachment No. 3), which will prohibit the future development of a residential dwelling.

3.8 In accordance with the above analysis, the proposed severance of the existing accessory farm dwelling meets the tests of the ROP for a dwelling rendered surplus as a result of a farmer acquiring a non-abutting farm (i.e. Policy 9A.2.10). However, Zoning By-law No. 2692-2016-PL does not contain provisions to restrict further severances or to prohibit the existing barn from being used to house livestock, in accordance with the new MDS policies. As such, the proposed ROP Amendment (refer to Attachment No. 4) requires that the retained parcel be zoned to prohibit the following:

- the establishment of any new dwelling;
- any further severances; and
- the existing barn from housing livestock.

This will require a further amendment to the Township's Zoning By-law.

3.9 If approved, the requisite Land Division application must address specific technical details regarding the proposed lot configuration, size, frontage, status of existing buildings and vehicular access affecting the proposed lots.

4. Public Meeting and Submissions

4.1 In accordance with the *Planning Act*, a notice of public meeting regarding this application was published in the Brock Citizen and the Orillia Today newspapers and mailed to landowners within 120 metres (393 feet) of the subject property. A public meeting was held on March 22, 2016. Commissioner's Report No. 2016-P-16 provided information on the application.

4.2 The Region received three general public inquiries requesting additional information and/or notification on the outcome of this application.

5. Consultation

5.1 The following stakeholders have submitted comments indicating no concerns with the application: The Regional Works and Health Departments; Durham Region Transit; The Township of Brock; Lake Simcoe Region Conservation Authority; Parks Canada; Canada Post and the Durham Agricultural Advisory Committee.

6. Notice of Meeting

6.1 Written notification of the meeting time and location of the Committee of the Whole and Council was sent to all that made oral or written submissions or requested notification, in accordance with Regional Council procedure.

6.2 The recommendation of the Committee of the Whole is scheduled to be considered by Regional Council on January 18, 2017. If Council adopts the proposed Amendment, notice will be given by the Regional Clerk and Council's decision will be final unless appealed to the Ontario Municipal Board.

7. Conclusion

7.1 The proposal complies with the PPS, the Greenbelt Plan, and the ROP. However, as previously noted, Zoning By-law No. 2692-2016-PL does not contain provisions for the retained parcel to restrict further severances or to prohibit the existing barn from being used to house livestock. As such, the applicant will be required to resubmit a zoning by-law amendment application to the Township of Brock for the retained parcel in order to incorporate these provisions, which conforms to MDS and Policy 9A.2.10 of the ROP. It has also been demonstrated that the current dwelling is surplus to the farm operation's needs. The proposal maintains the intent of the ROP to preserve farmland for agricultural purposes. Accordingly, it is recommended that Amendment No. 167 to the ROP, as shown in Attachment No. 4 be adopted.

8. Attachments

Attachment #1: Location Sketch

Attachment #2: Farm Land Holding Inventory

Attachment #3: Township of Brock Zoning By-law #2692-2016-PL

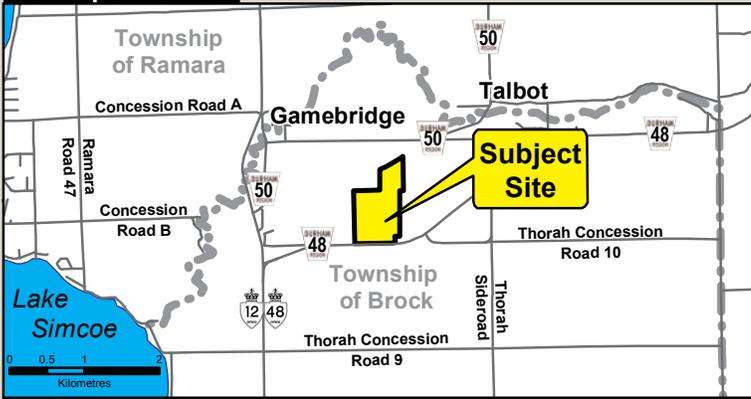
Attachment #4: Amendment No. 167 to the Regional Official Plan

Respectfully submitted,

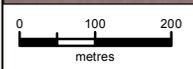
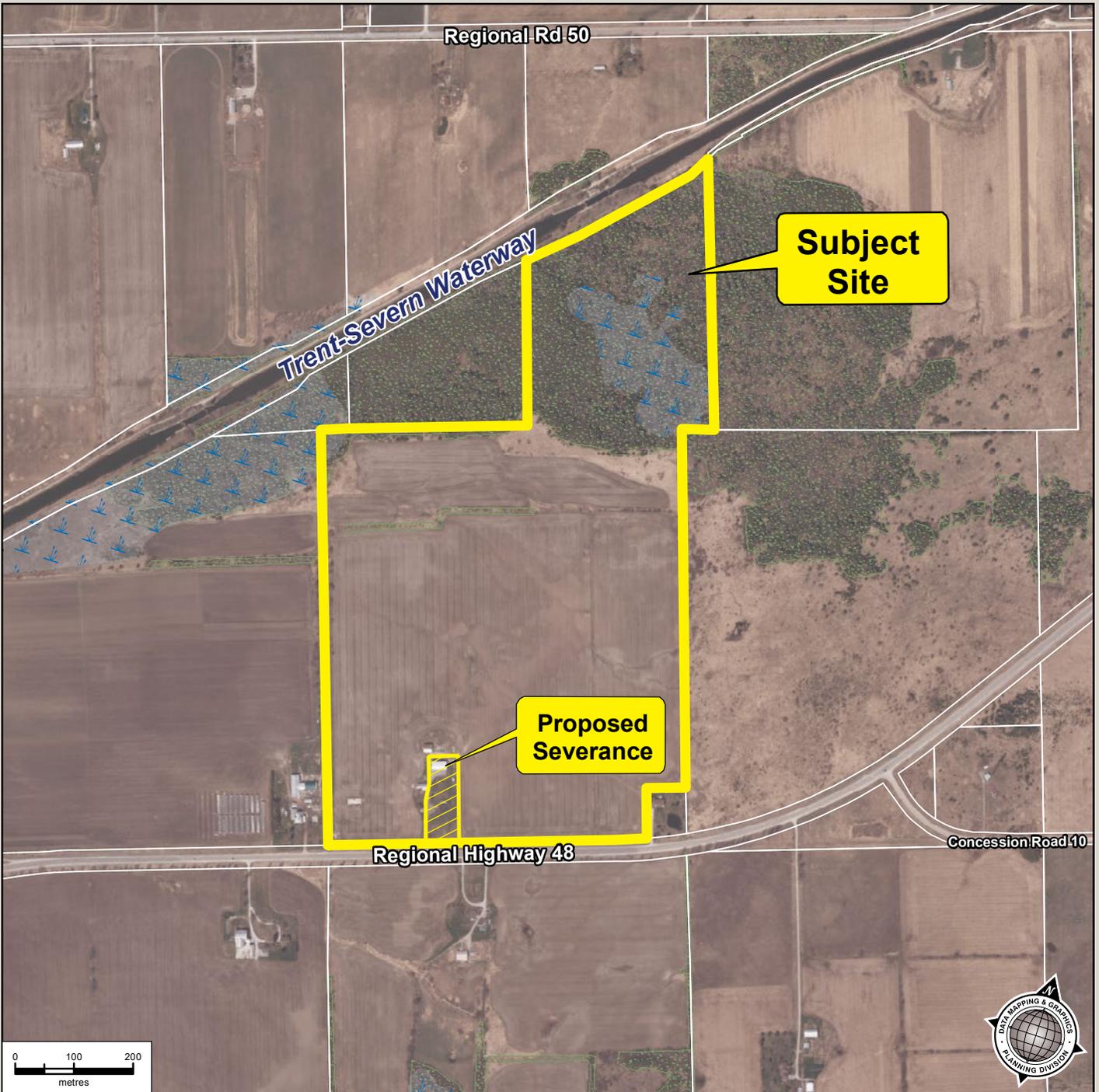
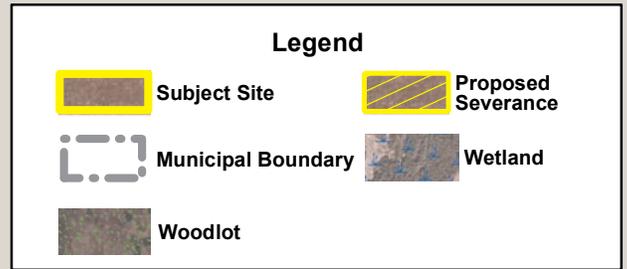
Original signed by

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

Municipal Context



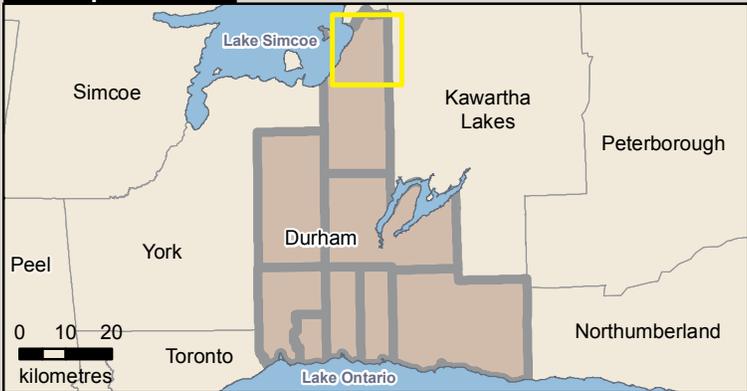
Attachment:1
 Commissioner's Report: 2017-COW-XX
 File: OPA 2016-001
 Municipality: Township of Brock



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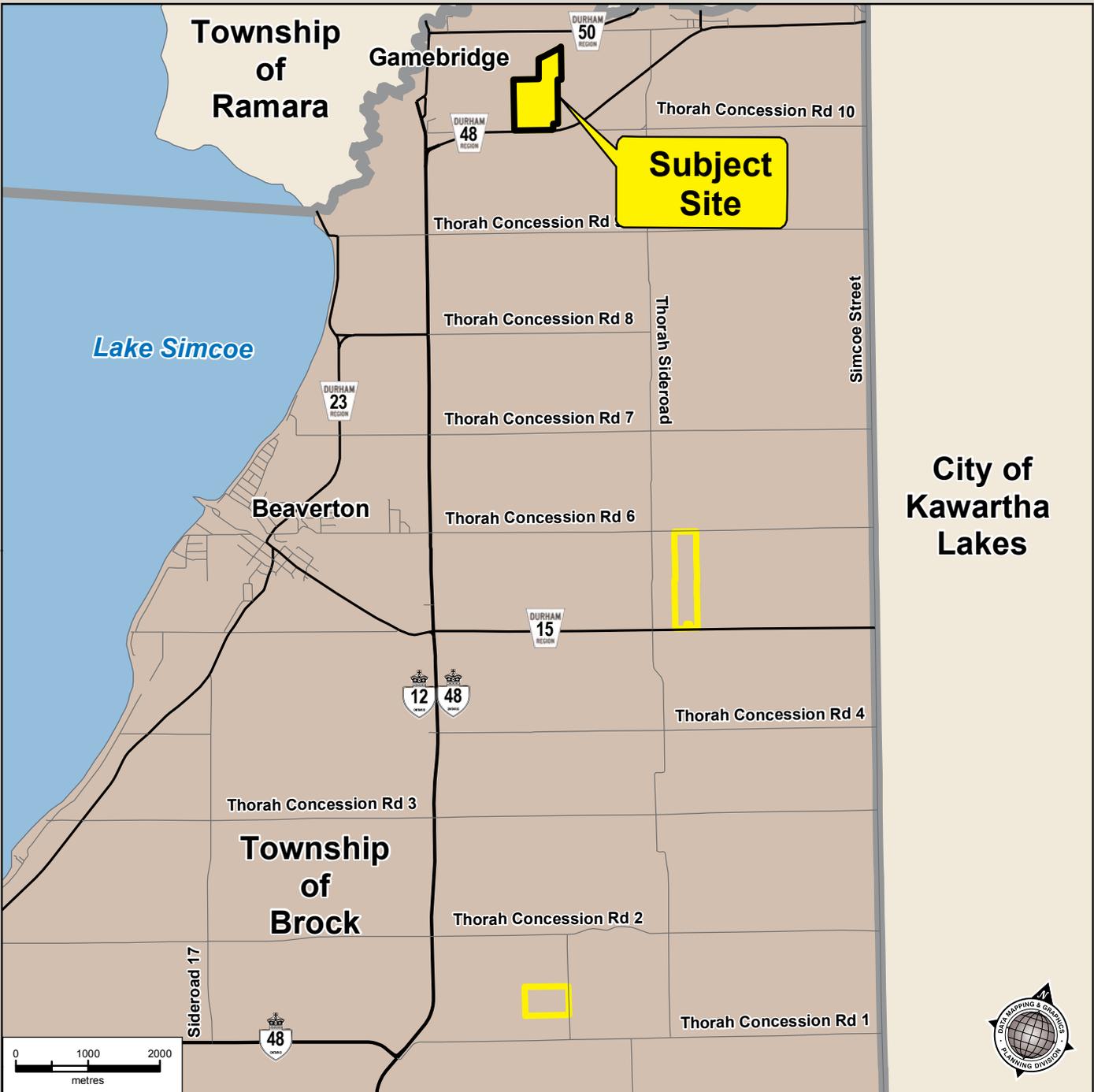
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Municipal Context



Legend

- Subject Site
- Municipal Boundary
- Other Lands Owned by Mulock Farms Ltd.



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Attachment 3

Township of Brock Zoning By-law Excerpt

MULOCK FARMS LTD.

ZONING BY-LAW AMENDMENT

PART LOT 8, CONCESSION 10 (THORAH)

TOWNSHIP OF BROCK

November, 2016
File No. 1-2016-RA

**NOTICE OF THE PASSING
OF A ZONING BY-LAW BY THE
CORPORATION OF THE TOWNSHIP OF BROCK**

TAKE NOTICE that the Council of the Corporation of the Township of Brock passed By-law No. 2692-2016-PL on the 7th day of November, 2016, pursuant to Section 34 of the *Planning Act*, R.S.O., 1990, as amended. All written/oral submissions made in respect of this application were considered by Council as contained within the staff report/resolution.

AND TAKE NOTICE that any person or agency may appeal to the Ontario Municipal Board in respect of the By-law by filing with the Clerk of the Corporation of the Township of Brock not later than the **1st day of December, 2016** a notice of appeal setting out the objection to the By-law and the reasons in support of the objection on the form entitled "Appellant Form (A1)", available in the office of the Clerk or from the Ontario Municipal Board website at www.omb.gov.on.ca together with a certified cheque in the amount of \$300.00 payable to the Minister of Finance.

PLEASE NOTE that only individuals, corporations and public bodies may appeal a zoning by-law to the Ontario Municipal Board. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group.

NO PERSON or public body shall be added as a party to a hearing of the appeal unless, before the by-law was passed, the person or public body made oral submissions at a public meeting or written submissions to the Council or, in the opinion of the Ontario Municipal Board, there are reasonable grounds to add the person or public body as a party.

An explanation of the purpose and effect of the By-law, describing the lands to which the By-law applies, and a Key Map showing the location of the lands to which the By-law applies, are attached.

The complete By-law is available in the office of the Clerk during regular office hours (8:30 a.m. – 4:30 p.m.). For further information, please contact the individuals identified below.

Dated at the Corporation of the Township of Brock this 11th day of November, 2016.

Mr. T.G. Gettinby, MA, MCIP, RPP, CMO
CAO & Municipal Clerk
tgettinby@townshipofbrock.ca

Corporation of the Township of Brock
P.O. Box 10
Cannington, Ontario, L0E 1E0
705-432-2355 (Telephone), 705-432-3487 (Fax)

EXPLANATORY NOTE

**TO ZONING BY-LAW NO. 2692-2016-PL PASSED
BY THE COUNCIL OF THE CORPORATION
OF THE TOWNSHIP OF BROCK**

LANDS AFFECTED: This By-law applies only to certain land located on the north side of Regional Highway 48 east of Highway 12. The land forms part of Lot 8, Concession 10 (Thorah) and is municipally described as B1625 Regional Highway 48. The general location of the subject land is shown on the Key Map attached hereto.

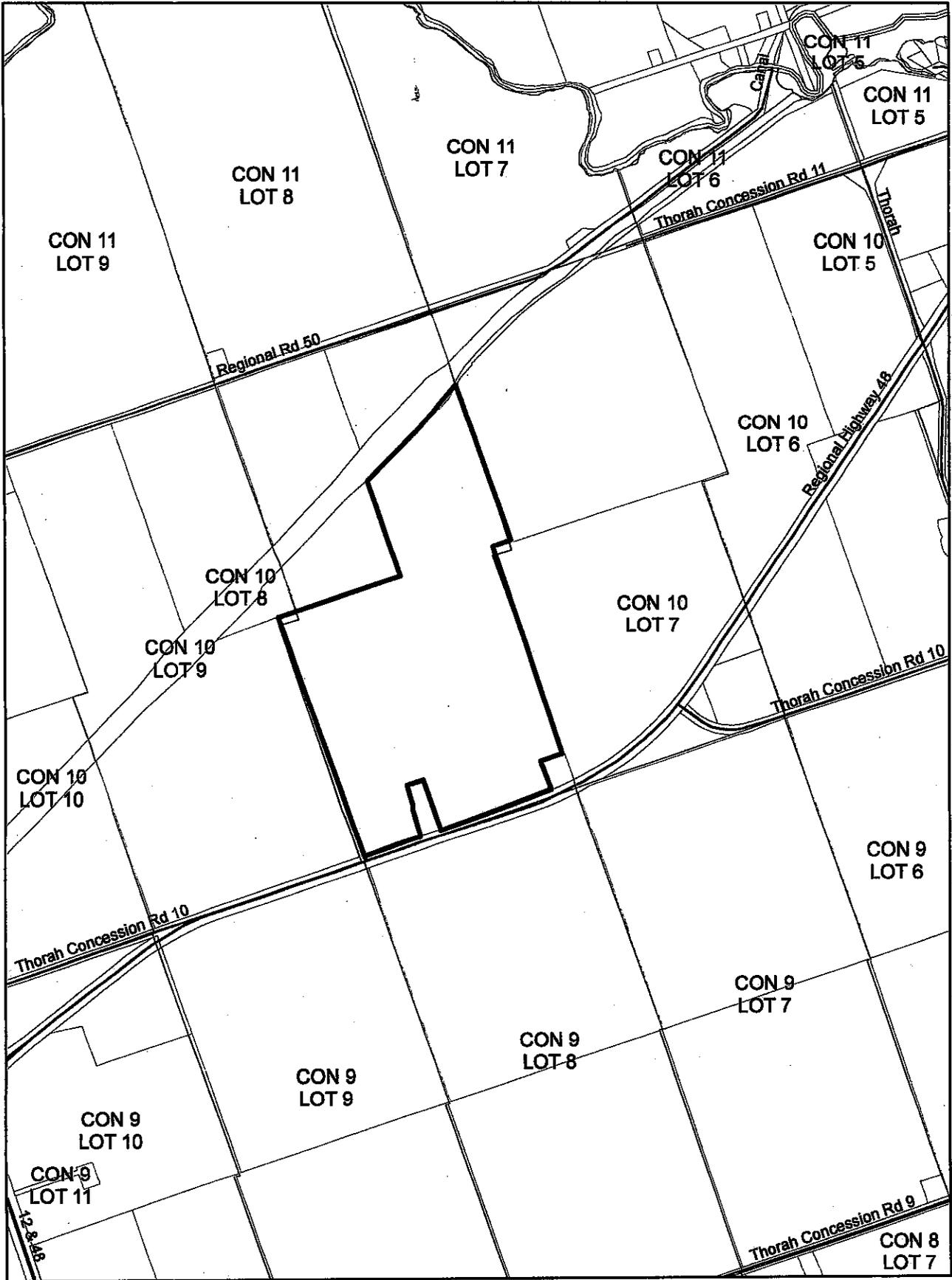
PRESENT ZONING: Zoning By-law No. 287-78-PL, as otherwise amended, places the subject land in the Rural (RU) Zone category.

PROPOSED ZONING: The amendment, upon approval, will rezone the land from the Rural (RU) Zone category to the Rural Exception Forty-Eight (RU-48) Zone category.

PURPOSE & EFFECT: The purpose and effect of By-law Number 2692-2016-PL is:

1. To prohibit the development of residential uses on the subject land in accordance with the provisions of the Region of Durham Official Plan.

Key Map To Zoning By-law No. 2692-2016-PL



Subject Land

**The following is a copy of
Zoning By-law No. 2692-2016-PL of the
Corporation of the Township of Brock**

ZONING BY-LAW NUMBER 2692-2016-PL
OF THE
CORPORATION OF THE TOWNSHIP OF BROCK

BEING A BY-LAW UNDER THE PROVISIONS OF SECTION 34 OF THE PLANNING ACT, R.S.O., 1990, AS AMENDED, TO AMEND ZONING BY-LAW NUMBER 287-78-PL, AS OTHERWISE AMENDED, OF THE CORPORATION OF THE TOWNSHIP OF BROCK, WITH RESPECT TO CERTAIN LAND LOCATED WITHIN PART OF LOT 8, CONCESSION 10 (THORAH), IN THE TOWNSHIP OF BROCK, REGION OF DURHAM.

WHEREAS the Council of the Corporation of the Township of Brock has received a formal application to amend By-law Number 287-78-PL, as otherwise amended, with respect to the above-noted lands;

AND WHEREAS the By-law hereinafter set out is in conformity with the approved Official Plans for the Regional Municipality of Durham and the Township of Brock;

AND WHEREAS the Council of the Corporation of the Township of Brock conducted a public meeting on the 3rd day of October, 2016, pursuant to Section 34 (12) of the *Planning Act*, R.S.O. 1990, as amended;

NOW THEREFORE the Council of the Corporation of the Township of Brock **ENACTS** as follows:

1. **THAT** Plate "A1" of By-law Number 287-78-PL, as otherwise amended to the contrary, is hereby further amended by changing the Zone classification on those lands located within part of Lot 8, Concession 10 (Thorah), from the Rural (RU) Zone category to the Rural Exception Forty-Eight (RU-48) Zone category in accordance with Schedule "A" attached hereto and forming part hereof.

2. **THAT** Section 9.4, entitled "RURAL (RU) ZONE CATEGORY EXCEPTIONS", of By-law Number 287-78-PL, as otherwise amended to the contrary, is hereby further amended by inserting a new clause which shall read as follows:

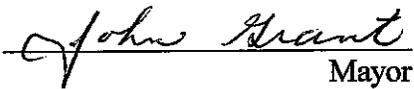
"9.4.48 RURAL EXCEPTION FORTY-EIGHT (RU-48) ZONE

Notwithstanding the uses permitted within the Rural (RU) Zone, as set forth on Plate "B" of By-law Number 287-78-PL, as otherwise amended to the contrary, within the Rural Exception Forty-Eight (RU-48) Zone, located within part of Lot 8, Concession 10 (Thorah), all residential uses as set forth on Plate "B", Column 5, Lines 1-11, inclusive, shall be prohibited. In all other respects the provisions of the Rural (RU) Zone and By-law Number 287-78-PL shall be

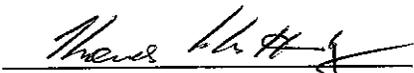
complied with.”

3. **THAT** Zoning By-law No. 287-78-PL, as otherwise amended, is hereby amended to give effect to the foregoing, but Zoning By-law No. 287-78-PL, as otherwise amended, shall in all other respects remain in full force and effect.
4. **THAT** Zoning By-law No. 2692-2016-PL shall come into force on the date it is passed by the Council of the Corporation of the Township of Brock subject to the applicable provisions of the *Planning Act*, R.S.O., 1990, as amended.

THIS BY-LAW READ TWICE THIS 7TH DAY OF NOVEMBER, A.D., 2016.

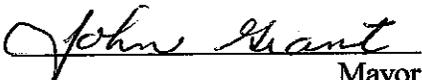


Mayor
John C. Grant



Clerk
Thomas G. Gettinby

THIS BY-LAW READ A THIRD TIME AND FINALLY PASSED THIS 7TH DAY OF NOVEMBER, A.D., 2016.

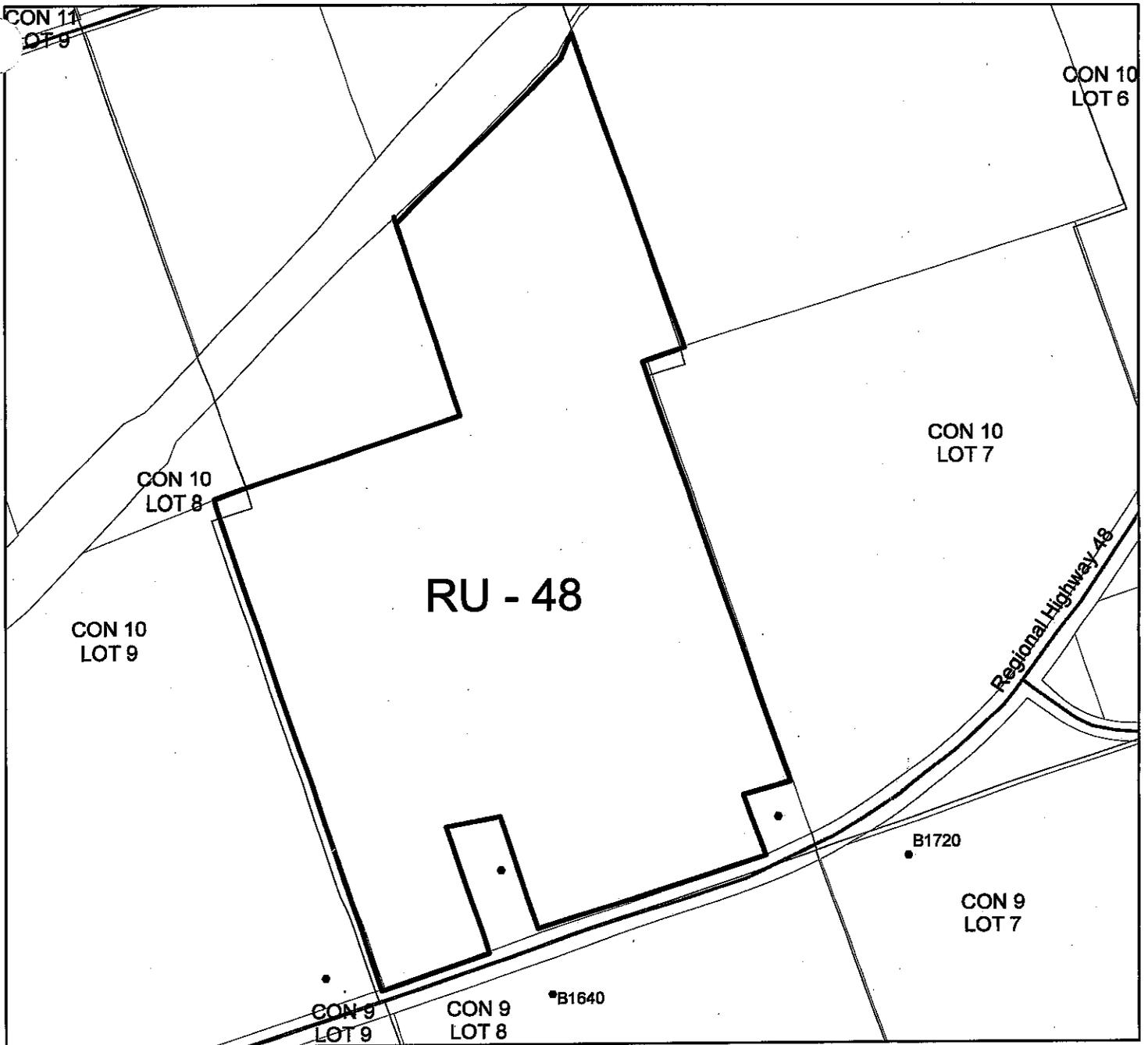


Mayor
John C. Grant



Clerk
Thomas G. Gettinby

Schedule "A"
To Zoning By-law No. 2692-2016-PL



This is Schedule "A" to By-law No. 2692-2016-PL
Passed this 7th day of November, 2016

John Grant
Mayor - John Grant

Thomas G. Gettinby
Clerk- Thomas G. Gettinby

Amendment No. 167 to the Durham Regional Official Plan

- Purpose:** The purpose of this Amendment is to permit the severance of a residential dwelling rendered surplus as a result of the consolidation of non-abutting farm parcels on lands designated “Prime Agricultural Areas,” in the Township of Brock.
- Location:** The subject property is located on the north side of Durham Regional Road Highway 48, east of Highway 12. The property is legally described as Part of Lot 8, Concession 10, Township of Brock.
- Basis:** The subject property is proposed to be consolidated with other non-abutting farm parcels owned by the applicant. There is a residential dwelling on the subject property, which is not required by, and is surplus to the farm operation. This application complies with the Durham Regional Official Plan, the Greenbelt Plan, and the Provincial Policy Statement.
- Amendment:** The Durham Regional Official Plan is hereby amended by adding the following policy exception to Section 9A.3.2:
- “9A.3.2nn) A surplus dwelling as severed from the parcel identified as Assessment No. 18-39-010-005-37500 located in Part of Lot 8, Concession 10, former Township of Thorah, in the Township of Brock, subject to the inclusion of provisions in the zoning by-law to prohibit: further severances; the construction of any dwelling on the retained parcel; and the use of the existing barn from housing livestock or removal of the barn.”*
- Implementation:** The provisions set forth in the Durham Regional Official Plan regarding the 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.

EARLY RELEASE OF REPORT



The Regional Municipality of Durham Report

To: Committee of the Whole
From: Commissioner of Planning and Economic Development
Report: #2017-COW-**
Date: January 11, 2017

Subject:

Decision Meeting Report

Application to Amend the Durham Regional Official Plan, submitted by Vicdom Sand and Gravel (Ontario) Ltd., to permit the expansion of Aggregate Resource Extraction Area No. 62 in the Township of Brock, File: OPA 2012-002.

Amendment #166 to the Durham Regional Official Plan

Recommendations:

That the Committee of the Whole recommends to Regional Council:

- A) That Amendment #166 to the Durham Regional Official Plan to permit the expansion of an existing Aggregate Resources Extraction Area, as detailed in Attachment No. 3 to this report, be approved; and
 - B) That a "Notice of Adoption" be sent to the applicant, the Township of Brock, the Lake Simcoe Region Conservation Authority, the Ministry of Municipal Affairs, the Ministry of Natural Resources and Forestry, and to all persons or public bodies who made a submission or requested notification of the decision.
-

Report:**1. Application and Background**

- 1.1 An application to amend the Regional Official Plan (ROP) to permit the expansion of Aggregate Extraction Area No. 62 was submitted to the Region on April 13, 2012 by Vicdom Sand and Gravel Ontario Ltd. The application was deemed complete on May 11, 2012. A map illustrating the location of the subject site is provided in Attachment No. 1.
- 1.2 Aggregate Resource Extraction Area No. 62 was established in 1997 and includes a licenced area of 61 hectares (151 acres). The operation has an annual tonnage limit of 500,000 tonnes.
- 1.3 The proposed expansion of Aggregate Resource Extraction Area No. 62 also requires planning approvals from the Township of Brock, specifically the approval of a Zoning By-law Amendment. Additionally, the Ministry of Natural Resources and Forestry (MNRF) is required to approve a new Aggregate Licence Site Plan under the Aggregate Resources Act (ARA).

2. Subject Site and Surrounding Lands

- 2.1 The subject site is generally located east of the Sunderland urban area, on the south side of Brock Concession Road 6, west of Side Road 18 and north of Brock Concession Road 5. The site is comprised of four properties with municipal addresses S1570, S1630, S1660 and S1680 Brock Concession Road 6, and is legally described as Part of Lots 16 & 17, Concession 5 (formerly Brock Township).
- 2.2 The subject site has an area of approximately 29.17 hectares (72 acres), the majority of which is currently under active agricultural cultivation. There are currently four dwellings and associated barns, garages and sheds on the property. Three of the dwellings and their related structures are to be removed, while one of the dwellings and its associated garage and shed are proposed to be retained, as shown on Attachment #2.
- 2.3 The following land uses surround the subject site:
 - north – Brock Concession Road 6, agricultural lands, and the Beaverton River Wetlands Complex;
 - east – The Beaverton Wetlands Complex, agricultural lands, and a former railway corridor;

- south – Aggregate Resource Extraction Area No. 62, the Beaverton River Wetlands Complex, a former railway corridor, and Brock Concession Road 5; and
- west – A rural residential use, agricultural lands, and Aggregate Resource Extraction Area No. 1.

3. Aggregate Resources Act Application

- 3.1 An application for a Category 1 Class A licence under the ARA has been filed with the MNR. A Category 1 Class A licence is required for proposals that include extraction below the water table with an annual extraction limit of more than 20,000 tonnes. It is proposed that the maximum depth of extraction will extend approximately 11 metres (36 feet) below the water table.
- 3.2 The area proposed to be licensed is 29.17 hectares (72 acres) and the area proposed for extraction is approximately 23.23 hectares (57.4 acres). VicDom's existing pit operation immediately to the south is 61 hectares (151 acres) in area and has an annual extraction limit of 500,000 tonnes. The proposed expansion will increase the total area of the pit operation to 90 hectares (223 acres), and will increase the annual extraction limit to 650,000 tonnes. The proposed expansion area and phases of extraction are illustrated in Attachment No. 2.
- 3.3 Access to the existing pit operation is from Brock Concession Road 5 and will not change as a result of the proposed expansion.

4. Reports Submitted in Support of the Application

- 4.1 The following technical reports have been submitted in support of the application:
- “Summary Report”, dated June 2011, prepared by Harrington McCavan Ltd.;
 - “Planning Analysis Report”, dated June 2011, prepared by Harrington McCavan Ltd.;
 - “Hydrogeological Assessment for Below Water Extraction”, dated March, 2011, prepared by AECOM;
 - “Natural Environment Technical Reports: Level I and II”, dated March 2011, prepared by Aquatic and Wildlife Services;
 - “Stage 1 and 2 Archaeological Assessment”, dated February 2010, prepared by Golder Associates;
 - “An Assessment of the Potential Noise Associated with Aggregate Extraction & Processing”, dated June 7, 2011, prepared by Aercoustics Engineering Ltd.;

- “Air Quality Assessment”, dated December 10, 2010, prepared by RWDI Air Inc.; and
 - “Phase 1 Environmental Site Assessment”, dated April 26, 2012, prepared by Exp.
- 4.2 R.J. Burnside was retained in July of 2012 to undertake the peer review of the Air Quality Assessment, Natural Environment Technical Report, the Hydrogeological Assessment and the Noise Assessment. The peer review process identified a series of minor information gaps and points of clarification. In response to these issues, supplementary information was provided to the Region and R.J. Burnside by the applicant’s consultants. The following addendum reports / response letters were submitted:
- Noise Assessment Response to Peer Review Comments, October 18, 2012, prepared by Aercoustics Engineering Ltd.;
 - Hydrogeological Assessment Response to Peer Review Comments, November 7, 2012, prepared by AECOM;
 - Air Quality Assessment Response to Peer Review Comments, November 12, 2012, prepared by RWDI Air Inc.;
 - Natural Environment Response to Peer Review Comments, April 15, 2013, prepared by Aquatic and Wildlife Services;
 - Natural Heritage Technical Reports Response, November 4, 2013, prepared by Harrington McAvan Ltd.;
 - Hydrogeological Assessment response to comments, March 10, 2015, prepared by AECOM;
 - Natural Environment Response, March 26, 2015, prepared by Harrington McAvan Ltd.; and,
 - Current Subsurface Environmental Conditions report, November 3, 2016, prepared by Exp.
- 4.3 Subsequently, the peer reviewer has determined that the technical documents are satisfactory and meet the requirements of Provincial, Regional and industry standards.

4.4 Some of the key findings and recommendations of the reports and, supplemental information, include the following:

- The proposed aggregate operation is not anticipated to impact local water wells or off-site wetlands. A groundwater monitoring program should be implemented to monitor conditions during extraction;
- Natural heritage features are located on and adjacent to the site – a provincially significant wetland and a significant woodland are located on the eastern edge of the property. These features will be protected from the aggregate operation through the use of buffering and mitigation measures. A man-made pond is located in the southeast corner of the licence area which will also be buffered from extraction;
- Noise control measures, including berms, defined hours of operation, and restrictions on the number and type of equipment is required to ensure that there are no adverse effects on surrounding properties;
- No significant archaeological artifacts were identified that warrant further investigation;
- Dust mitigation measures, including locational criteria for equipment, speed limits of onsite truck movements, the suspension of operations during high winds and dry conditions, and the use of water to control dust, must be implemented; and
- No sources of potential site contamination were identified that warranted additional investigation.

5. Planning Analysis

5.1 The subject site is designated “Prime Agricultural Areas” and “Major Open Space Areas” in the ROP. In principle, the proposed expansion to the existing Aggregate Resource Extraction Area may be permitted by the PPS, the Greenbelt Plan, the LSPP and the ROP. Through the review of the technical reports submitted with the application, the peer review process and the revisions made to the Aggregate Site Plans, the applicant has demonstrated that the proposed expansion to Aggregate Resource Extraction Area No. 62 conforms to the applicable PPS, Greenbelt Plan, LSPP, and ROP policies.

Dust Mitigation

5.2 The Region’s peer review has confirmed that dust impacts and the proposed mitigation measures are in compliance with applicable legislation and regulations. The proposed dust mitigation measures include:

- Locating the portable screening unit a minimum of 80 metres away from the extraction areas adjacent to Concession Road 6;
- Limiting vehicular speed to 20 km/h on all internal haul roads;
- Applying on-site dust suppression through the application of water to the internal haul route on dry days;
- Suspending extraction during windy conditions (greater than 30 km/h) where the extraction face is dry and the winds are blowing towards the residences along Concession Road 6. Under these conditions, extraction shall cease and the open face shall be stabilized through the use of water sprays or chemical binders;
- Making available water spray cannons to stabilize the exposed pit face and/or stockpiles; and,
- Requiring an implementation plan to be put in place that details the chain of responsibility for dust control, staff training, inspection and maintenance of equipment, inspection of dust sources, record keeping and complaint response.

5.3 The peer reviewer concluded that the conditions of the Aggregate Licence Site Plan can adequately mitigate dust coming from the aggregate operation and concluded that the proposed mitigation measures are in accordance with Provincial legislation and regulations.

Noise Mitigation

5.4 The Region's peer review has confirmed that the implementation of noise mitigation measures will allow the proposed aggregate pit expansion to comply with Ministry of Environment and Climate Change (MOECC) noise guidelines. Noise mitigation measures such as: limits on hours of extraction operations and shipping, acoustical berms, equipment quantity and noise emission restrictions have been recommended and incorporated into the proposed Aggregate Licence Site Plan.

Groundwater Management

5.5 The Lake Simcoe Region Conservation Authority (LSRCA) and MOECC have reviewed the application and technical studies and have confirmed that the proposed aggregate pit expansion is not expected to negatively impact the quantity and quality of groundwater in the area. A groundwater monitoring program will be initiated prior to any extraction taking place below the water table. The monitoring program will continue during extraction activities to provide

information on the groundwater conditions. Should any of the triggering mechanisms be met, a contingency plan will be implemented to prevent and rectify any impacts as a result of the aggregate extraction activities. The following mitigation measures have been included in the Aggregate Licence Site Plan:

- A spill response and contingency plan will be developed;
- A comprehensive monitoring program will be initiated prior to below water extraction. The monitoring program will collect data on a quarterly basis and include annual summary reports to MNR and LSRCA;
- A qualified geoscientist will be retained to investigate all complaints of water well interference from property owners within 500 meters of the limits of extraction; and,
- A contingency plan, including the establishment of triggering mechanisms and specific actions will be developed to ensure there is no impact on groundwater quality and quantity.

Natural Heritage Resources

5.6 Natural heritage features were identified on and adjacent to the subject site. A Provincially Significant Wetland is located in the southeast corner of the site and significant woodlands are located along the eastern boundary of the property. A man-made pond is located in the southeast corner of the licence area which will ultimately be added to a larger lake feature as part of the rehabilitation of the existing aggregate pit to the south. The Region's peer reviewer and agency comments from MNR and LSRCA have confirmed that the proposed pit expansion and rehabilitation will not have any impacts on the on-site or off-site key natural heritage or hydrologic features. In order to protect the natural heritage features, the following mitigation measures are proposed:

- Providing a 30 metre minimum buffer / limit of extraction from the Significant Wetland;
- Providing a 15 metre minimum buffer / limit of extraction from the Significant Woodland;
- Providing a 10 metre minimum buffer / limit of extraction from the man-made pond in the southeast corner of the property;
- Utilizing settling / collection basins for all surface water runoff within the proposed extraction zone;
- Including a silt control fence along all buffer areas prior to any site alteration / land clearing / aggregate extraction activities; and,

- Conducting annual vegetation surveys of the wetland and woodland upon the commencement of below water extraction.
- 5.7 As part of the Regional and Provincial progressive rehabilitation requirements, the final rehabilitation plan will result in the majority of the aggregate extraction remaining as a lake / pond. Meadows, wetland, and areas for reforestation are also identified in the rehabilitation plan.

Provincial Policy Statement

- 5.8 The Provincial Policy Statement (PPS) contains policies specific to Aggregate Resource Extraction. Policy 2.3.6.1 permits aggregate extraction within prime agricultural areas. Section 2.5 encourages the establishment of new Aggregate Resource Extraction Areas to be as close to markets as possible. Section 2.5.3 of the PPS outlines the requirements for Progressive and Final rehabilitation of aggregate extraction areas for subsequent land uses. Consideration of public health, public safety, economic, and environmental impacts, which include natural heritage features and the quality and quantity of groundwater, is also required.
- 5.9 The proposed aggregate pit expansion is consistent with the policies of the PPS. The expansion will provide access to additional aggregate resources within proximity to urban and rural markets. Consideration has been provided for impacts on the natural environment as well as the existing surrounding land uses and appropriate mitigation measures have been included. Details regarding the progressive and final rehabilitation of the site have been included as part of the Aggregate Site Plan submission.

Greenbelt Plan

- 5.10 The subject site is located within the “prime agricultural areas” and “rural areas” designations, and the Natural Heritage System of the Protection Countryside in the Greenbelt Plan. Policy 4.3.2.1 permits activities related to the use of non-renewable resources, such as aggregate extraction, within the Protected Countryside. Policy 4.3.2.3 indicates that the expansion of an existing mineral aggregate operation within the Natural Heritage System shall demonstrate how connectivity between features will be maintain, how habitat will be replaced, and how water resources will be protected or enhanced.

- 5.11 The proposed aggregate pit expansion is consistent with the policies of the Greenbelt Plan. Through the application review process and review of technical documents, the applicant has demonstrated that the proposed buffers / limits of extraction are adequate and that there will be no negative impacts on any key natural heritage or key hydrological features. Further, the applicant has demonstrated that the connectivity between the features will be maintained.

Lake Simcoe Protection Plan

- 5.12 The subject site is located within the Lake Simcoe Watershed, and therefore subject to the policies of the Lake Simcoe Protection Plan (LSPP). Sections 4.16 to 4.21 specifically apply to construction and aggregate activities in the watershed. Section 4.19-SA encourages the aggregate industry to adopt best management practices as a proactive measure to reduce potential contribution of phosphorus loadings to the watershed.
- 5.13 The proposed aggregate pit expansion is consistent with the policies of the LSPP. Through the application and technical review process, the appropriate mitigation measures and conditions have been included as part of the Aggregate Site Plan.

Durham Region Official Plan

- 5.14 The subject site is designated “Prime Agricultural Areas” and “Major Open Space Areas” in the ROP. The eastern portion of the site contains key natural heritage and hydrologic features and is within an area of high aquifer vulnerability, as identified on Schedule ‘B’ of the ROP. Schedule ‘D’ of the ROP identifies the site as being within an area of high potential aggregate resources. Schedule ‘E’ – Table ‘E1’ identifies the existing Aggregate Resource Extraction Area No. 62 as having an area of 61 hectares (151 acres).
- 5.15 Policy 9D.2.2 of the ROP states that no new pits or expansion of existing pit or quarry operations will be permitted beyond the applicable Aggregate Resource Extraction Areas identified on Schedule ‘A’ and described on Schedule ‘E’ – Table ‘E1’, other than by amendment to the ROP.
- 5.16 Policy 9D.2.3 of the ROP requires that during the consideration for a new or expanded Aggregate Resource Extraction Area, mitigation measures addressing impacts on existing adjacent land uses be developed in accordance with the applicable provincial standards and guidelines. Mitigation measures such as setbacks, screening, berms, and hours of operation shall be established as conditions of the licence or site plan under the Aggregate Resources Act.

- 5.17 Policy 9D.2.8 of the ROP permits the extraction of aggregates within Prime Agricultural Areas as an interim use, provided that agricultural rehabilitation of the site will be carried out. Complete agricultural rehabilitation is not required in specific situations, including instances where there is substantial aggregate material located below the water table that makes restoration to pre-existing agricultural capability unfeasible.
- 5.18 Policy 9D.2.9 of the ROP indicates that an application to amend the ROP for a new or expanded Aggregate Resource Extraction Area is to be accompanied by technical studies that assess potential impacts on water resources and natural heritage features, impacts related to noise and dust, as well as truck traffic, haul routes and any associated costs to the Region or area municipality.
- 5.19 The proposed aggregate pit expansion is consistent with the policies of the ROP. More specifically, through the technical review process, the applicant has demonstrated that:
- The groundwater quantity and quality will not be impacted by the proposed development;
 - The natural heritage features located on the property and adjacent lands will be protected;
 - Impacts on adjacent residents, such as noise and dust, will be minimized through the use of appropriate mitigation measures;
 - The additional truck and vehicle traffic associated with the expansion will not be obstructive; and
 - The proposed rehabilitation plans meet the intent of the ROP.

Proposed Amendment

- 5.20 Proposed Amendment No. 166 to the ROP, included in Attachment 3 to this report, would permit the expansion of Aggregate Resource Extraction Area No. 62. The proposed amendment would revise Schedule 'E' – Table 'E1' to delete the existing area of 61 hectares (151 acres) and replace it with 90 hectares (223 acres).

6. Consultation

- 6.1 The proposed Official Plan amendment application was circulated to a number of agencies for review and comment, including the Township of Brock, the Ministry of Municipal Affairs, the Lake Simcoe Region Conservation Authority, the Regional Works Department and the Regional Health Department.

Public Consultation

6.2 The public meeting for the application was conducted at the Planning & Economic Development Committee meeting on June 12, 2012. At that meeting one delegation spoke regarding the application. In addition, one written submission has been received to date. Concerns raised relate to:

- Noise;
- Impacts on roadways;
- Visual and physical obstructions caused by the proposed berm;
- Groundwater impacts; and
- Property value impacts.

Township of Brock

6.3 On October 24, 2016, the Planning Committee of the Township of Brock adopted a resolution supporting approval of the application. Following the approval of the Regional Official Plan Amendment, the Township will enact an implementing zoning by-law and enter into an agreement with the applicant to provide for the full reconstruction of Brock Concession Road 5.

Comments from Provincial Ministries

6.4 The Ministry of Municipal Affairs was circulated as part of the Province's "one-window" planning process. In a letter dated October 17th, 2016, the MMA, MNRF and MOECC advised that they are satisfied with the application and the reports submitted in support of the application.

Lake Simcoe Region Conservation Authority

6.5 LSRCA has reviewed the application and the Natural Environment Technical Report and Hydrogeology Report submitted in support of the application. LSRCA also reviewed supplemental information from the applicant's consultants submitted to address earlier issues. In a letter dated, June 30, 2016 LSRCA confirmed that from a watershed perspective the proposal meets the requirements of the applicable provincial policies and that the authority has no further requirements related to the approval of the application.

Other Departmental and Agency Comments

6.6 The application was also circulated to other Regional Departments, including the Regional Works Department and Regional Health Department, as well as external

agencies, such as utility companies. No objections to the application were identified.

7. Conclusion

- 7.1 Through the comprehensive review of the application and supporting documentation, it has been determined that the proposed amendment to expand Aggregate Resource Extraction Area No. 62 conforms to the applicable Provincial legislation and the ROP. The studies submitted in support of the amendment and the peer review process have demonstrated that the proposal meets the criteria outlined in the ROP for the expansion of an Aggregate Resource Extraction Area.
- 7.2 Approval of the proposed ROPA by Regional Council will allow the Township of Brock to enact Zoning By-law amendments permitting the expansion of the aggregate operation. The approval of the ROPA will also allow the applicant's Aggregate Resources Act application to be further considered by the MNRF.
- 7.3 It is recommended that the proposed expansion of Aggregate Resource Extraction Area No. 62 be approved, as set out in Attachment 3 to this report.

8. Notice of Meeting

- 8.1 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.
- 8.2 The recommendation of the Committee of the Whole is scheduled to be considered by Council on January 18, 2016. If Council adopts the proposed Amendment, Council's decision will be final unless appealed.

9. Attachments

Attachment #1: Location Sketch

Attachment #2: Site Plan – Key Features

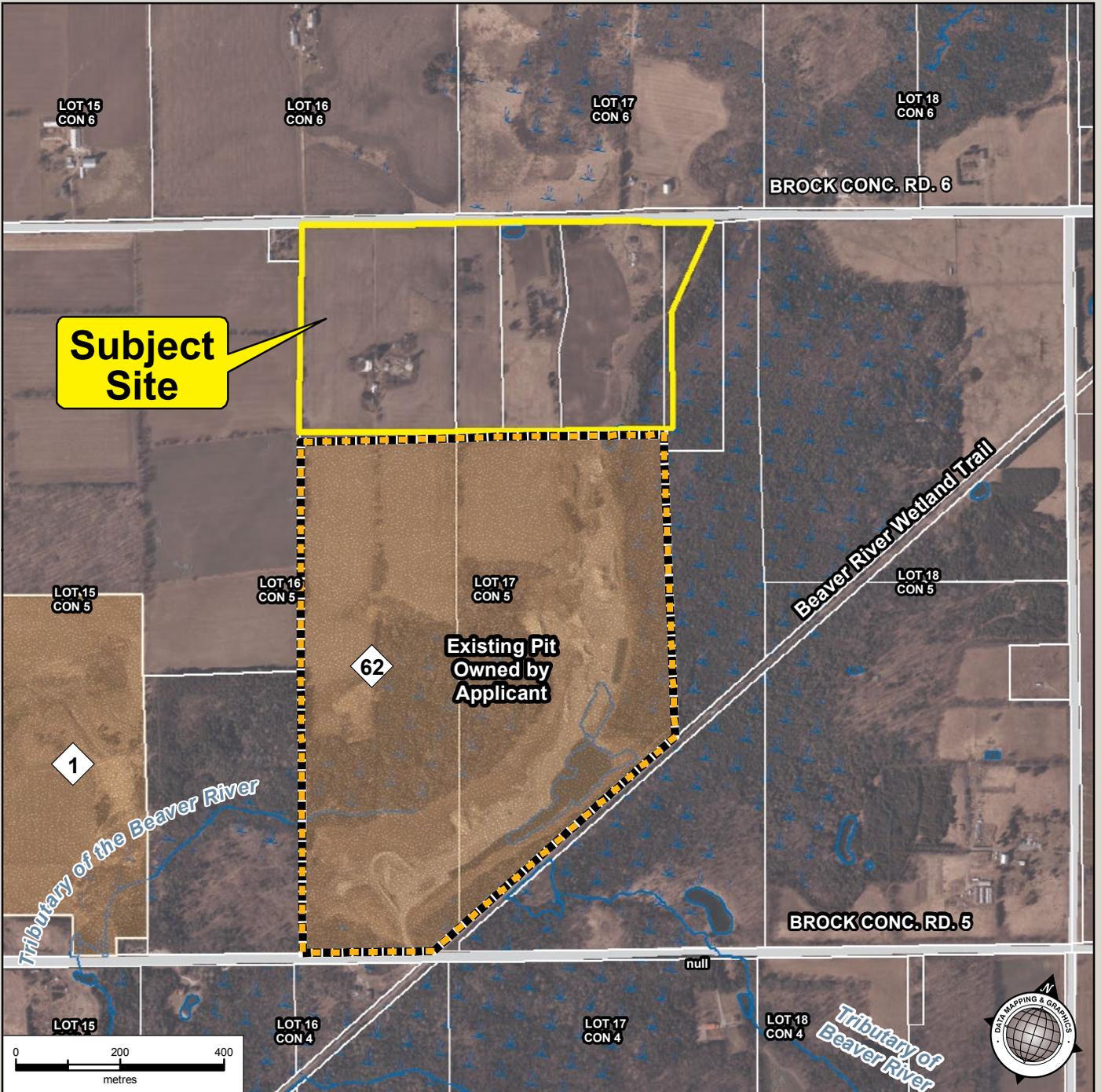
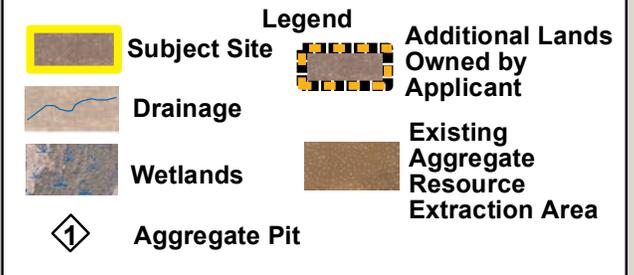
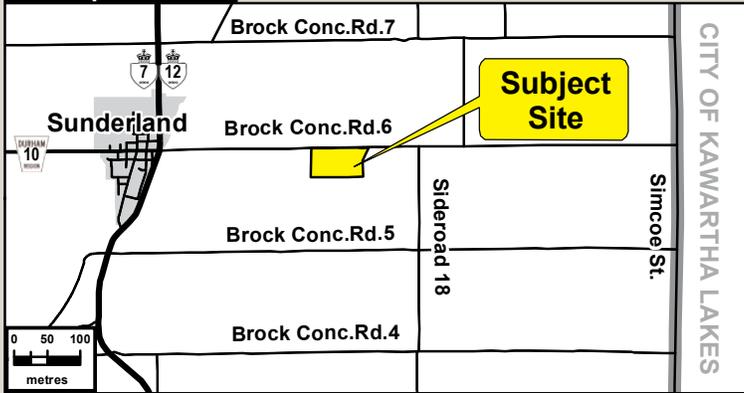
Attachment #3: Amendment No. 166 to the Durham Regional Official Plan

Respectfully submitted,

Original signed by

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

Municipal Context

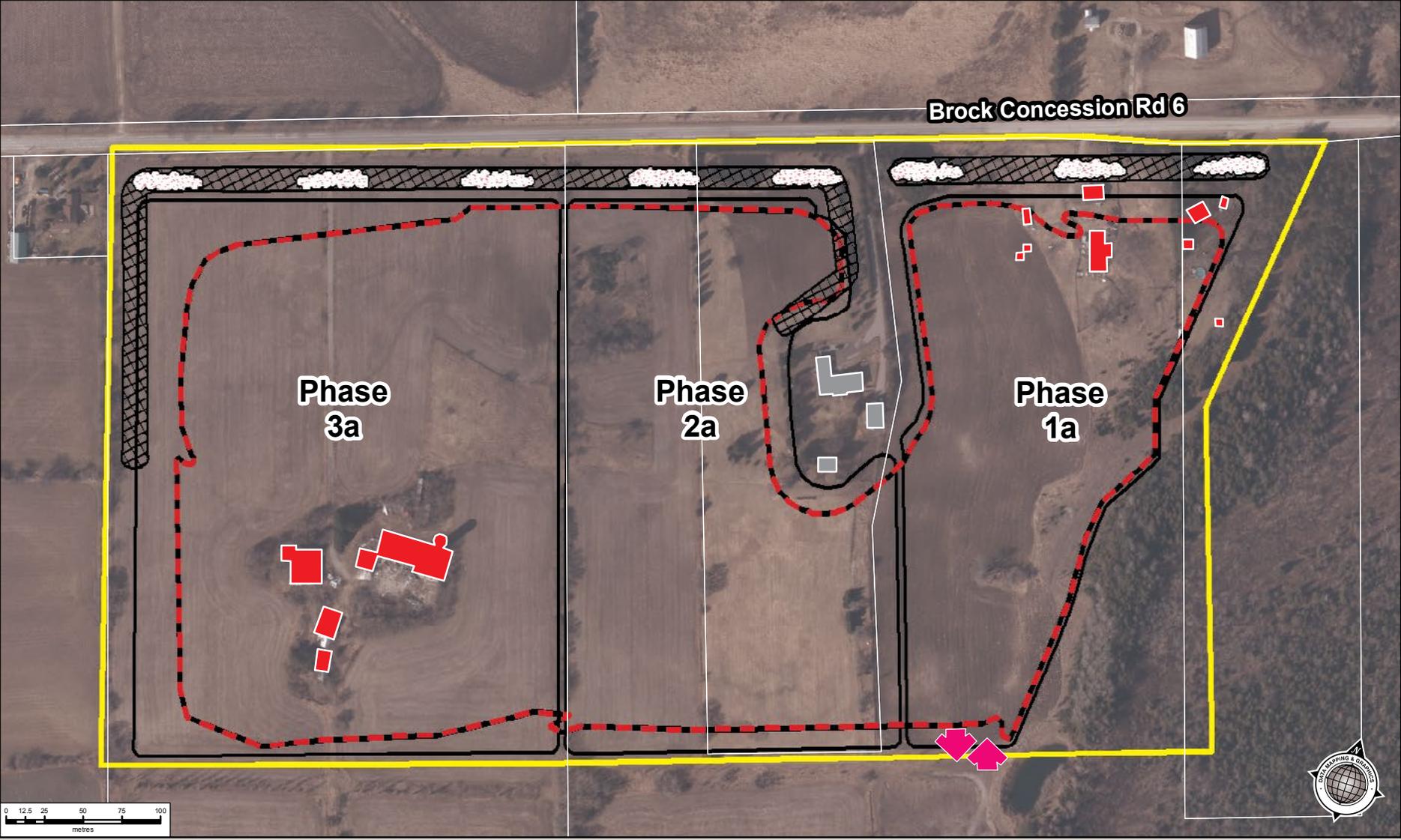


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 The Region of Durham does not make any representations concerning the accuracy, likely results, or reliability of the use of the materials.
 The Region hereby disclaims all representations and warranties.

Legend

 Subject Site	 Structures to Remain	 Naturalized Areas	 Phase Areas
 Access to Site	 Structures to be Removed	 Acoustical Berms	 Limit of Below Water Extraction



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Amendment No. 166 to the Durham Regional Official Plan

Purpose: The purpose of this Amendment to the Durham Regional Official Plan is to permit the expansion of Aggregate Resource Extraction Area No. 62.

Location: The subject site includes four properties municipally known as S1570, S1630, S1660, and S1680 Concession 6, in the Township of Brock. It is legally described as Part of Lots 16 and 17, Concession 5, Township of Brock.

Basis: The Durham Regional Official Plan allows for the expansion of Aggregate Resource Extraction Areas subject to a number of criteria. Through the review of technical reports and the peer review process the application was evaluated based on the criteria of the Official Plan. It was determined that the proposed expansion meets all applicable Official Plan policies and Provincial legislation.

Amendment: The Durham Regional Official Plan is hereby amended by changing the size of Aggregate Resource Extraction Area 62 as follows:

“Schedule E – Table ‘E1’ – Aggregate Resource Extraction Areas

<i>Area Identified on Schedule ‘A’</i>	<i>Former Municipality</i>	<i>Lot(s)</i>	<i>Concession(s)</i>	<i>Area (ha)</i>
62	<i>Brock Twp.</i>	<i>Parts of 16 & 17</i>	5	61 90

Implementation: The provisions set forth in the Durham Regional Official Plan regarding the implementation of the Plan shall apply in regard to this Amendment.

Interpretation:

The provisions set forth in the Durham Regional Official Plan regarding the interpretation of the Plan shall apply in regards to this Amendment.



C.S. - LEGISLATIVE SERVICES
 Corporate Services Department
 City Clerk Services

File A-2100

December 1, 2016

Delivered By E-Mail
 (info@fcm.ca)

Clark Somerville, President
 Federation of Canadian Municipalities
 24 Clarence Street
 Ottawa, ON K1N 5P3

Re: Postal Banking Resolution

Original
To: CIP
Copy
To: J-CLAPP
C.C. S.C.C. File
Take Appr. Action

DEC 2 '16 PM 3:13

This is in response to correspondence dated November 3, 2016 from the Canadian Union of Postal Workers concerning the above-referenced matter.

At its meeting of November 28, 2016 Oshawa City Council considered the matter and decided to adopt the following resolution:

"Whereas the federal government's Canada Post Review will conclude, in the spring of 2017, with the government announcing decisions on the future of Canada Post, including whether or not to create a new service and revenue stream through postal banking; and,

Whereas there is an urgent need for this service because thousands of rural towns and villages do not have a bank and nearly two million Canadians desperately need alternatives to payday lenders; and,

Whereas postal banking helps keep post offices viable and financial services accessible in many parts of the world; and,

Whereas postal banking has the support of over 600 municipalities and close to two-thirds of Canadians (Stratcom poll, 2013);

Be it resolved that the City of Oshawa supports the addition of postal banking at Canada Post; and,

Be it also resolved that the City of Oshawa call on the federal government to instruct Canada Post to add postal banking, with a mandate for financial inclusion; and,

Be it also resolved that City Council direct staff to request favourable consideration of this resolution to the Federation of Canadian Municipalities and forward this resolution to the Minister of Public Services and Procurement, the Canadian Union of Postal Workers, Durham M.P.s and Durham area municipalities."

Your consideration of this important issue is appreciated.

By copy of this letter, I am advising the parties named in the above resolution of Oshawa Council's decision.

If you need further assistance, please contact me at the address listed below, or by telephone at 905-436-3311.



Mary Medeiros
Acting City Clerk

/kb

Copies:

Hon. Judy Foote, Minister of Public Services and Procurement
D. Richmond, Ontario Region Coordinator, CUPW
Dr. Colin Carrie, M.P. (Oshawa)
Celina Caesar-Chavannes, M.P. (Whitby)
Hon. Erin O'Toole, M.P. (Durham)
Mark Holland, M.P. (Ajax)
Jamie Schmale, M.P. (Haliburton-Kawartha Lakes-Brock)
Jennifer O'Connell, M.P. (Pickering-Uxbridge)
Kim Rudd, M.P. (Northumberland-Peterborough South)
Clerk, City of Pickering
Clerk, Municipality of Clarington
Clerk, Town of Ajax
Clerk, Town of Whitby
Clerk, Township of Brock
Clerk, Township of Scugog
Clerk, Township of Uxbridge
Clerk, Regional Municipality of Durham



CIP

TOWN OF LAKESHORE

419 Notre Dame St.
Belle River, ON N0R 1A0

December 2, 2016

Mitzie Hunter, Minister of Education
14th Floor, Mowat Block
900 Bay Street
Toronto ON
M7A 1L2

Dear Minister Hunter:

RE: SUPPORT OF RESOLUTION – ACCOMMODATION REVIEW PROCESS

At their meeting of November 22, 2016 the Council of the Town of Lakeshore duly passed the following resolution.

Councillor Bailey moved and Councillor McKinlay seconded:

WHEREAS the current Accommodation Review Process released by the Minister of Education to serve as a province wide minimum standard that, school boards must use to develop their own policies for pupil accommodation reviews is not reflective of the reality of rural school and community life

AND WHEREAS school closures impact single-school small rural communities in all educational, social and economic aspects to a far greater degree than those impacts in multi-school urban communities;

AND WHEREAS projected growth patterns of rural communities should be a factor within the review process;

THEREFORE BE IT RESOLVED, that the Town of Lakeshore requests the Minister of Education to initiate an immediate moratorium on the Accommodation Review Process until such time as a review of the above mentioned impacts on small rural communities are studied, completed and the results and recommendations are considered;

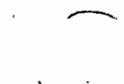
AND THAT this resolution be circulated to the Minister of Education, Mitzie Hunter, Premier Kathleen Wynne, Leader of the Opposition Party, Patrick Brown, MPP Taras Natyshak and all

municipalities in Ontario requesting they forward a letter of support to the Minister of Education, Premier, Leader of the Opposition Party and local MPP.

Motion Carried Unanimously

Should you require any further information regarding the above, please contact the undersigned.

Yours truly,


Mary Masse
Clerk

/km

Cc: Municipalities in Ontario

From: Katarina Zeppieri <K.Zeppieri@lsrca.on.ca>
Sent: December-02-16 11:03 AM
To: Brouwer, Andrew (abrouwer@newmarket.ca); Chris Harris (Scugog); Cindy Maher (New Tecumseth); Dawn McAlpine (Barrie); Debbie Leroux (Uxbridge); Denis Kelly (York Region); Doug Irwin (Oro-Medonte); Fernando Lamanna; Janet Nyhof; Janette Teeter (Oro-Medonte); Jennifer Connor (Ramara); John Daly (Simcoe); John Espinosa; Judy Currins (Kawartha Lakes); Karen Shea (kshea@innisfil.ca); Kathryn Smyth (King); Lisa Lyons (Aurora); Michele Kennedy (Whitchurch-Stouffville); Clerks; Rebecca Murphy (Clerk, Bradford/West Gwillimbury)
Subject: Save the Date! LSRCA Annual General Meeting - Friday, January 27, 2017

DEC 2 '16 PM 3:13

Good morning Municipal & Regional Clerks,

Please find below a Save the Date request for your Mayor and Members of Council to attend our Annual General Meeting on Friday January 27th, 2017 from approximately 10:00 am to 2:00 pm in Newmarket.

Thank you in advance for distributing this request so that they may consider attending our meeting.

Yours truly,

Katarina Zeppieri
 Senior Administrative Assistant, Communications and Education
Lake Simcoe Region Conservation Authority
 120 Bayview Parkway
 Newmarket, Ontario L3Y 3W3
 905-895-1281, ext. 116 | 1-800-465-0437
K.Zeppieri@LSRCA.on.ca | www.LSRCA.on.ca

Twitter: @LSRCA
 Facebook: LakeSimcoeConservation

The information in this message (including attachments) is directed in confidence solely to the person(s) named above and may not be otherwise distributed, copied or disclosed. The message may contain information that is privileged, confidential and exempt from disclosure under the Municipal Freedom of Information and Protection of Privacy Act and by the Personal Information Protection Electronic Documents Act. If you have received this message in error, please notify the sender immediately and delete the message without making a copy. Thank you.

C.S. - LEGISLATIVE

Original
To: CIP
Copy
To: B. BRIDGEMAN
C.C. S.C.C. File
Take Appr. Action

~~~~~

*(Sent on behalf of Mike Walters)*

Dear Mayor and Members of Council,

Save the Date!

We hope you'll be able to attend our Annual General Meeting on **Friday, January 27<sup>th</sup>** from approximately 10:00 am to 2:00 pm in Newmarket. The agenda includes a keynote speaker (TBD), presentation of the 2016 Annual Report and the Year End review. A light lunch will be provided. A formal invitation will go out in January - we look forward to having you join us!

Yours truly,

Mike Walters  
CAO

**From:** AMO Communications <communicate@amo.on.ca>  
**Sent:** December-01-16 11:40 AM  
**To:** Clerks  
**Subject:** Federal Infrastructure Phase 2 Incrementality - AMO Needs Your Support  
**Attachments:** Clerks LTR AP Incrementality Resolution 2016-12-01.pdf

DEC 2 '16 PM 3:13

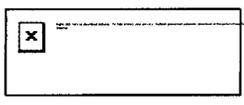
On behalf of the AMO Board, please find attached a letter from AMO President Lynn Dollin seeking Council's endorsement of a resolution regarding Federal Infrastructure Phase 2 Incrementality.

Thank you.

**PLEASE NOTE:** AMO Breaking News will be broadcast to the member municipality's council, administrator, and clerk. Recipients of the AMO broadcasts are free to redistribute the AMO broadcasts to other municipal staff as required. We have decided to not add other staff to these broadcast lists in order to ensure accuracy and efficiency in the management of our various broadcast lists.

**DISCLAIMER:** Any documents attached are final versions. AMO assumes no responsibility for any discrepancies that may have been transmitted with this electronic version. The printed versions of the documents stand as the official record.

**OPT-OUT:** If you wish to opt-out of these email communications from AMO please click [here](#).



**C.S. - LEGISLATIVE SERVICES**

|                   |
|-------------------|
| Original          |
| To: CIP           |
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| R R F L GEMAN     |
| C SIMPIS          |
|                   |
| C.C. S.C.C. File  |
| Take Appr. Action |

December 1, 2016

Dear AMO Member:

**RE: Federal Infrastructure Phase 2 Incrementality Resolution**

As you know, the federal government announced additional infrastructure funding over the next 12 years in the Fall Economic Statement as part of its Phase 2 programming. It is consulting on design aspects for Phase 2 in order for it to be known before the funding programs begin in 2018.

AMO has endorsed a number of principles for the funding design – that it should maximize municipal flexibility; respect the breadth of municipal infrastructure assets and priorities; and provide stable, predictable, formula-based funding to municipal governments.

The role of incrementality and the funding formula (i.e., the share by each order of government) are important aspects. In communicating our principles to the federal government, we have noted the impacts of different formula approaches. The ideal position for municipal governments would be a 50% federal, 33% provincial, and a 17% municipal portion. This would mean a smaller share of municipal capital costs would recognize ongoing municipal operating costs which are generally not eligible for funding purposes. In reality, very few provinces agreed to fund 33% of Phase 1 programs, and some didn't put up new funds where they agreed to it. In Ontario, the provincial government did add new funding, in the amount of \$250 million (25%) for the recent Clean Water and Wastewater Fund (CWWF). This was in addition to its existing multi-billion long term infrastructure plan. No provincial funding was added for the federal public transit agreement.

Generally, incrementality has been a feature of prior federal programs. It requires that municipal and provincial governments spend new additional funds for each infrastructure project in order to meet the eligibility rules. This requirement may have had some merit before municipal governments had comprehensive asset management plans and related multi-year capital plans. Going forward, it will confuse the principles and practice of asset management not to mention municipal financial planning because it would influence municipal priorities. Where there are multi-year capital plans, based on asset replacement and maintenance priorities of an asset management plan, the federal funding should be aligned with these municipal plans. Phase 2 should align with municipal long-term planned spending, not the other way around.

We hope that you agree. If so, please adopt the attached resolution and add your voice to AMO's. AMO continues to believe that good asset management is the foundation of appropriate municipal infrastructure and financial management. Funding approaches must support it to further advance the culture of municipal asset management in Ontario.

Sincerely,

Lynn Dollin  
AMO President

**FEDERAL INFRASTRUCTURE PHASE 2 INCREMENTALITY RESOLUTION**

**WHEREAS** municipal governments' infrastructure is critical to our collective economic health;

**WHEREAS** stable, predictable and formula- based infrastructure funding allows municipal governments to plan and schedule investments in infrastructure;

**WHEREAS** Ontario municipal governments have asset management plans which set out a municipality's longer term capital plan which reflects the infrastructure priorities of these asset management plans; and

**WHEREAS** a federal incrementality rule interferes with municipal long-term infrastructure priorities and diminishes the value of municipal asset planning and management;

**NOW, THEREFORE BE IT RESOLVED** that the (name of municipality) calls on the federal government to provide long-term, predictable, and formula-based funding in its Phase 2 programs for municipal governments; and

**BE IT ALSO RESOLVED** that the (name of municipality) calls on the federal government to change incremental requirements in Phase 2 to recognize in Ontario that a municipal government' asset management plan meets a municipal incremental infrastructure requirement.

Please forward your resolution to:  
AMO President Lynn Dollin [amopresident@amo.on.ca](mailto:amopresident@amo.on.ca)

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2097.

**The Regional Municipality of Durham**

**MINUTES**

**ACCESSIBILITY ADVISORY COMMITTEE**

**Tuesday, November 22, 2016**

A meeting of the Accessibility Advisory Committee was held on Tuesday, November 22, 2016 in Room 1-A, Regional Headquarters Building, 605 Rossland Road East, Whitby, Ontario at 1:28 PM.

Present: M. Cordahi, Chair, Whitby  
M. Sutherland, Vice-Chair, Oshawa  
R. Atkinson, Whitby  
S. Barrie, Clarington left the meeting at 2:45 PM  
M. Bell, DMHS  
Councillor J. Drumm left the meeting at 2:13 PM  
D. McAllister, Executive Director, DREN  
J. Stevenson, Ajax

Absent: M. Roche, Oshawa  
P. Rundle, Clarington  
S. Sones, Whitby

**Staff**

Present: J. Traer, Accessibility Coordinator, Office of the Chief Administrative Officer  
P. Reid, Director of Corporate Policy and Strategic Initiatives, Office of the Chief Administrative Officer left the meeting at 1:57 PM  
C. Bandel, Deputy Clerk, Corporate Services – Legislative Services, attended for part of the meeting  
N. Prasad, Committee Clerk, Corporate Services – Legislative Services

**1. Declarations of Interest**

Councillor Drumm made a declaration of interest under the *Municipal Conflict of Interest Act* with respect to any items pertaining to Durham Region Transit. He indicated that his son is employed by Durham Region Transit.

**2. Approval of Agenda**

Moved by R. Atkinson, Seconded by D. McAllister,  
That the agenda for the November 22, 2016 Accessibility Advisory Committee meeting, be approved.

**CARRIED**

**3. Adoption of Minutes**

Moved by J. Drumm, Seconded by M. Bell,  
That the minutes of the October 25, 2016 Accessibility Advisory  
Committee meeting be adopted.  
CARRIED

**4. Presentation**

A) Julia Stevenson, AAC Committee Member, regarding her experience with  
and retirement of her service dog

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J. Stevenson provided a verbal presentation with regards to her experience with and the retirement of her service dog.

J. Stevenson stated that when her service dog, Zoe, turned 10 years old, she started to show signs of anxiety and she decided to have Zoe assessed by the school from which she came. The school advised that the work was becoming too much for Zoe and suggested that she retire.

J. Stevenson stated that the transition from being a service dog to a retired dog has been quite a journey for both her and Zoe.

J. Stevenson advised that when a service dog is retired, the available options are: to keep the retired dog and get a new one; to get rid of the retired dog and get a new one; or keep the retired dog until it passes. She stated that she is unable to get rid of Zoe as they have developed a close bond and she is also unable to get a new dog at this time as it is expensive to have two big dogs. She stated that her choice is to keep Zoe as a pet and to go back to using a cane, although a cane does not provide ongoing feedback and communication the way a service dog does.

J. Stevenson stated that a lot of organizations are displeased with her decision to keep Zoe as a pet. She also stated that any financial support received from organizations for a service dog is withdrawn when a service dog retires and as such, she has set up a Go Fund Me website to help her raise funds for Zoe's future.

J. Stevenson responded to questions of the Committee.

**5. Business Arising from the Minutes**

There was no business arising from the minutes.

**6. Correspondence**

There were no items of correspondence to be considered.

**7. Reports**

A) Education Sub-committee Update

J. Traer advised that she is looking into a future presentation from John Draper, Founder of Together We Rock. She stated that Together We Rock is an establishment that helps schools and other organizations develop into communities that are accessible to, and inclusive of, people with disabilities.

B) Update on the Transit Advisory Committee (TAC)

M. Sutherland advised that the October 25<sup>th</sup> TAC Update was emailed prior to the meeting. She stated that the next TAC meeting is scheduled for January 24, and inquired whether the Committee had any questions or comments to put forward to TAC.

Discussion ensued with regards to whether it is effective for specialized buses to drop riders off at other bus stops and taxi cabs not being on time due to not receiving calls to pick up riders in a timely manner.

The committee recessed from 2:12 PM to 2:21 PM.

It was the consensus of the Committee that the following eight questions be presented to the Transit Advisory Committee in January 2017:

1. Update on the hard surfacing of bus stops;
2. Are there any statistics or year-end numbers on applications received for specialized services (to accurately gauge the need or demand);
3. What is the number of appeals for declined specialized services applicants and the results of those appeals;
4. Whether there is a method to track the increase of use of conventional services by disabled riders/members of the disabled community;
5. How successful or unsuccessful has the integrated service model been since its inception; what are the numbers and how is it tracked;
6. What is being done to ensure that cab service is reliable, on time, effective and up to the standard of bus service;

7. Advise whether specialized and conventional bus drivers are provided with additional awareness training and refresher courses; and
8. Provide information regarding tactile plates at the bus stops.

C) Update from the Accessibility Coordinator

J. Traer provided an update on the following matters:

- The 2016 Accessibility Report will be presented to the Committee of the Whole on December 7, 2016 and to Regional Council on December 14, 2016 and will be posted on-line in early 2017.
- J. Traer advised that she will provide feedback with regards to the Dream Gala held on October 22, 2016 at the Abilities Centre to L. Plue, Executive Director.
- J. Traer advised that she has requested a copy of the most recent contract with Rogers Communications with regards to closed captioning of televised regional meetings. She also advised that she has contacted Durham DEAF Services with regards to an update on the matter.
- J. Traer and M. Sutherland attended the annual Metrolinx Accessible Public meeting on November 17, 2016. It was stated that there were presentations from Metrolinx and Durham Region Transit; a number of different situations were discussed; and buses were outside for attendees to tour.

**8. Administration Matters**

There were no administrative matters to be considered.

**9. Other Business**

There was no other business to consider.

**10. Date of Next Meeting**

The next regularly scheduled meeting of the Accessibility Advisory Committee will be held on Tuesday, January 24, 2017 in Room 1-A, Regional Headquarters Building, 605 Rossland Road East, Whitby, at 1:00 PM.

**11. Adjournment**

Moved by M. Sutherland, Seconded by R. Atkinson,  
That the meeting be adjourned.

CARRIED

The meeting adjourned at 2:56 PM

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M. Cordahi, Chair  
Accessibility Advisory Committee

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N. Prasad, Committee Clerk

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2097.

## **The Regional Municipality of Durham**

### **MINUTES**

#### **DURHAM ENVIRONMENTAL ADVISORY COMMITTEE**

**November 24, 2016**

A regular meeting of the Durham Environmental Advisory Committee was held on Thursday, November 24, 2016 in Boardroom 1-B, Regional Municipality of Durham Headquarters, 605 Rossland Road East, Whitby at 7:03 PM

Present: H. Manns, Vice-Chair, Clarington  
S. Clearwater, Whitby, Member at Large  
J. Henry, Regional Councillor, City of Oshawa  
G. Layton, Uxbridge, attended the meeting at 7:06 PM  
K. McDonald, Vice-Chair, Uxbridge, Member at Large  
W. Moss-Newman, Oshawa, Member at Large  
K. Murray, Clarington, Member at Large  
C. Pettingill, Brock  
K. Sellers, Ajax  
M. Thompson, Ajax, Member at Large

Absent: E. McRae, Chair, Whitby  
G. Carpentier, Scugog  
O. Chaudhry, Pickering  
S. Parish, Regional Councillor, Town of Ajax, was absent on municipal business

#### **Staff**

Present: M. Blake, Planner, Planning & Economic Development Department  
C. Tennisco, Committee Clerk, Corporate Services – Legislative Services

In the absence of the Chair, H. Manns, Vice-Chair, assumed the Chair.

#### **1. Approval of Agenda**

Moved by K. Murray, Seconded by S. Clearwater,  
That the agenda for the November 24, 2016, DEAC meeting,  
as presented, be approved.

**CARRIED**

**2. Declarations of Interest**

K. McDonald made a declaration of interest under the *Municipal Conflict of Interest Act* with respect to Item 5. A) TRCA Service Agreement for the Carruthers Creek Watershed Plan Update, File D07-17-10. She indicated that she is employed by the Toronto and Region Conservation Authority. She did not take part in the discussion or vote on the matter.

**3. Adoption of Minutes**

Moved by K. McDonald, Seconded by C. Pettingill,  
That the minutes of the regular DEAC meeting held on  
Thursday, October 13, 2016, be adopted.  
CARRIED

**4. Items for Action**

A) Review 2017 Meeting Schedule

A copy of the proposed 2017 DEAC Meeting Schedule was received as Attachment #2 to the agenda. Discussion ensued with respect to the cancellation of the July and August meetings. It was the consensus of the Committee to revisit this matter closer to the summer.

Moved by K. McDonald, Seconded by M. Thompson,  
That the proposed 2017 DEAC Meeting Schedule be  
approved.

CARRIED

B) Review and Approve 2017 DEAC Workplan

A copy of the 2017 DEAC Workplan was received as Attachment #3 to the agenda.

Discussion ensued regarding proposed changes to the 2017 DEAC Workplan.

Moved by K. Sellers, Seconded by C. Pettingill,  
That we recommend to the Committee of the Whole for  
approval and subsequent recommendation to Regional  
Council:

That the proposed 2017 Durham Environmental Advisory Committee (DEAC) Workplan be amended as follows, and as amended, be approved:

a) Policy Development and Implementation

- In the sixth bullet delete the following words, “, including Southeast Collector Stakeholder Advisory Committee”;

b) Community Outreach and Stewardship

i) High Priority

- Insert the following new bullet: “Natural Heritage Map” after the first bullet;

ii) Medium Priority

- delete the third bullet: “Host a joint stewardship workshop with the Durham Agricultural Advisory Committee” and replace with the following new bullet: “Establish a working relationship with the Durham Agricultural Advisory Committee”;

c) Committee Education & Development

- move the third bullet: “Energy (e.g. sources, alternatives, producers, efficiency, etc.)” to be the first bullet;
- insert the following new bullet: Recreational uses in their natural environment (Nature based Transportation) after the new first bullet;
- move the fourth bullet: “Noise and light pollution” to the last bullet
- move the fifth bullet: “Incineration, gasification and carbonization” after the twenty-first bullet: Peat moss and top soil removal and restoration”;
- insert the following new bullet: “Native species” after the fourteenth bullet: “Invasive species”;
- move the last bullet: “Road salt” after the sixth bullet: “Green infrastructure and low impact development”;

d) Issues of Interest

- delete the following words in the tenth bullet: “,and Rouge National Urban Park”
- insert the following new bullet: “Rouge National Urban Park” after the tenth bullet.

CARRIED

C) DEAC Terms of Reference

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M. Blake asked that members review the current Terms of Reference and bring any revisions, comments, concerns to the January DEAC meeting for discussion and approval.

Discussion ensued regarding the mandate of the DEAC and need to be focused on how planning matters such as Regional Official Plan amendments.

Moved by W. Moss-Newman, Seconded by K. Murray,  
That the mandate of DEAC outlined in the Terms of Reference be amended to incorporate that the focus of the Committee is to advise on the environmental impact of planning matters.  
CARRIED

5. **Items for Information**

A) TRCA Service Agreement for the Carruthers Creek Watershed Plan Update, File D07-17-10 (2016-COW-61)

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A copy of Report #2016-COW-16 of the Commissioner of Planning and Economic Development was received as Attachment #5 to the agenda.

Moved by K. Sellers, Seconded by S. Clearwater,  
That Information Item 5. A) be received for information.  
CARRIED

B) Information Report #2016-INFO-31: Ontario Sand and Gravel Association, Management of Abandoned Aggregate Properties Program, File: D07-14

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A copy of Information Report #2016-INFO-31 of the Commissioner of Planning and Economic Development was received as Attachment #6 to the agenda.

Discussion ensued with respect to the opportunities for sustainable rehabilitation through various integrated approaches to meet environmental constraints, such as the water management system at the Wyndance Golf Club in the Township of Uxbridge.

Moved by G. Layton, Seconded by K. Murray,  
That Information Item 5. B) be received for information.  
CARRIED

**6. Other Business**

A) 2017 DEAC Environmental Achievement Awards: Subcommittee

Discussion ensued regarding the need to review the criteria defined for each of the category awards with respect to the type of business structure and agri-environmental indicators; and, the selection of recipients for those categories.

It was suggested that the Durham Agricultural Advisory Committee (DAAC) members be invited to attend the event. K. Murray volunteered to present at a future DAAC meeting in this regard.

Further discussion ensued on the format of presenting the awards to the 2017 recipients.

The Committee suggested that a photo or a two minute video be submitted by the applicant for the award recipient, outlining their efforts; to be projected onto a screen at the reception. M. Blake advised that he would look into this as part of the ceremony; and, whether the video could be posted on the Regional website.

M. Blake advised that an Environmental Achievement Awards sub-committee is required to assess the nominations received and recommend recipients for each Environmental Achievement Award. It was determined that the sub-committee meet at 6:00 PM prior to the January 12, 2017 DEAC meeting.

Moved by M. Thompson, Seconded by C. Pettingill,  
That S. Clearwater, K. McDonald, K. Murray, K. Sellers and G. Layton, be appointed to the sub-committee to review the nominations received for the Environmental Achievement Awards.

CARRIED

B) Request to Area Municipal Representatives to Present 2017 DEAC Awards Notification to Local Councils

M. Blake suggested that the area municipal representatives appear before their respective Area Municipal Councils to provide a presentation on the 2017 DEAC Environmental Achievement Awards. He advised that a draft presentation outline and background information on the Awards would be provided to the Committee members.

C) Plans to build an Ethanol Plant in the City of Oshawa

Councillor Henry announced that the plans to build an ethanol plant at the Port of Oshawa, near the area of the Second Marsh, would not be proceeding on Port Authority lands.

D) Ganaraska Wind Farm

H. Manns provided a brief overview on the wind energy projects in regards to meteorological studies; and the new community partnership fund, in the amount of \$25,000 a year, for local initiatives over the operating life of a wind farm.

Discussion ensued regarding the Global Adjustment Fee for Ontario and the need for transparency in respect to its current costs for Durham Region and the local municipalities; and the Ontario Power Generation (OPG) Rebuild and Darlington Refurbishment project.

The Committee suggested that staff review any opportunity for an OPG representative to present to DEAC on the OPG Rebuild and Darlington Refurbishment projects

E) 2017 55+ Ontario Winter Games

H. Manns announced that the Ganaraska Forest Centre will be host to the cross-country venues for the 55+ Ontario Winter Games in 2017.

F) Long-Term Energy Plan Consultation

M. Blake announced that the Province is in the process of consulting for the Long-Term Energy Plan.

This consultation is open until December 16, 2016 and a public meeting will be held on Wednesday, November 30, 2016 at the Mississauga Arts Centre from 6:00 PM to 8:00 PM

**7. Next Meeting**

The next regular meeting of the Durham Environmental Advisory Committee will be held on January 12, 2017 starting at 7:00 PM in Boardroom 1-B, Level 1, 605 Rossland Road East, Whitby.

**9. Adjournment**

Moved by K. McDonald, Seconded by M. Thompson,  
That the meeting be adjourned.  
CARRIED

That the meeting adjourned at 8:50 PM

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H. Manns, Vice-Chair, Durham  
Environmental Advisory  
Committee

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C. Tennisco, Committee Clerk

## Action Items Committee of the Whole and Regional Council

| Meeting Date                                | Request                                                                                                                                                                                                                                                                                                                                   | Assigned Department(s)                    | Anticipated Response Date |
|---------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|---------------------------|
| September 7, 2016<br>Committee of the Whole | Business Case for Projects Managed Directly by the Region – Increasing the number of projects which are managed directly by the Region, whether through employees or contracted staff – referred to the 2017 budget process.                                                                                                              | Works                                     | 2017 Budget Process       |
| September 7, 2016<br>Committee of the Whole | It was requested that a copy of Ms. Gasser's delegation questions be referred to staff and that a report be presented to the Committee of the Whole with answers to Ms. Gasser's concerns.                                                                                                                                                | Works                                     | October 5, 2016           |
| September 7, 2016<br>Committee of the Whole | Staff was requested to provide a report on the correspondence from the City of Pickering with respect to the Notice of Motion adopted at their Council meeting held on June 27, 2016, re: residential tax relief to eligible low income seniors and low income disabled persons (Pulled from August 19, 2016 Council Information Package) | Finance /<br>Social Services              |                           |
| September 7, 2016<br>Committee of the Whole | Staff was requested to provide information on the possibility of an educational campaign designed to encourage people to sign up for subsidized housing at the next Committee of the Whole meeting. (Region of Durham's Program Delivery and Fiscal Plan for the 2016 Social Infrastructure Fund Program) (2016-COW-19)                   | Social Services /<br>Economic Development | October 5, 2016           |
| September 7, 2016<br>Committee of the Whole | Section 7 of Attachment #1 to Report #2016-COW-31, Draft Procedural By-law, as it relates to Appointment of Committees was referred back to staff to review the appointment process.                                                                                                                                                      | Legislative Services                      | First Quarter 2017        |

| Meeting Date                               | Request                                                                                                                                                                                                                                                                                                                                      | Assigned Department(s) | Anticipated Response Date            |
|--------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|--------------------------------------|
| October 5, 2016<br>Committee of the Whole  | Ms. Gasser appeared before the Committee with respect to Covanta's Diagnostic Source Testing Presentation that was made at the September 21, 2016 Energy from Waste - Waste Advisory Committee meeting. Staff was asked to provide a response back to Ms. Gasser's questions and that a copy of their response be provided to the Committee. | Works                  | Completed<br>December 7, 2016<br>COW |
| October 5, 2016<br>Committee of the Whole  | That Correspondence (CC 65) from the Municipality of Clarington regarding the Durham York Energy Centre Stack Test Results be referred to staff for a report to Committee of the Whole                                                                                                                                                       | Works                  |                                      |
| November 2, 2016<br>Committee of the Whole | Staff advised that the joint Ministry of Transportation and the Ministry of the Environment and Climate Changes Air Monitoring results would be shared with Council.                                                                                                                                                                         | Works                  |                                      |