



The Regional Municipality of Durham

Committee of the Whole Agenda

Wednesday, March 20, 2024, 9:30 a.m.

Regional Council Chambers

Regional Headquarters Building

605 Rossland Road East, Whitby

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

Note: This meeting will be held in a hybrid meeting format with electronic and in-person participation. Committee meetings may be [viewed via live streaming](#).

	Pages
1. Roll Call	
2. Declarations of Pecuniary Interest	
3. Statutory Public Meetings	
There are no statutory public meetings	
4. Presentations	
4.1 Greg Pereira, Manager, Transportation Planning, Chris Leitch, Principal Planner and Gerardo Paez, Lead, Landscape Architecture, SvN Architects + Planners	3
Re: Durham Meadoway Visioning Study - Project Outcome and Next Steps (2024-COW-11) [Item 7.1]	
5. Delegations	
There are no delegations	
6. Correspondence	
7. Reports	
7.1 Report #2024-COW-11	37
Durham Meadoway Visioning Study - Project Outcome and Next Steps	
8. Confidential Matters	
There are no confidential matters to be considered	
9. Adjournment	
Notice regarding collection, use and disclosure of personal information:	

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Durham Meadowway Visioning Study: Project Outcome and Next Steps

Page 3 of 47
Presentation to Committee of the Whole – March 20, 2024

The background is a stylized illustration of a park scene. It features a winding path with people walking and sitting. There are trees, grass, and several large electrical pylons with power lines stretching across the sky. The entire scene is overlaid with a semi-transparent purple filter. Two horizontal white lines are positioned above and below the large number '01'.

01

Project Overview

Purpose of Visioning Study

Vision Statement and Guiding Principles

- Capture the spirit of the Durham Meadoway project
- Establish principles to be applied for planning and design

Conceptual Trail Alignment

- Desktop review of existing conditions, planned projects and opportunities/constraints
- Review of alignment alternatives towards preferred route

Locations for Amenities and Adjacent Uses

- Visualizing the character of amenities and landscapes

Implementation Considerations

- Road map for subsequent technical studies, design work and approval processes for project implementation

Engagement Partners



Vision Statement

The Durham Meadowway will connect diverse communities in Pickering, Ajax, Whitby and Oshawa with a unique and inclusive landscape experience that is both trail and destination, creating opportunities for culture and environmental stewardship.

Guiding Principles



**Natural
Environment**



**Healthy, Active
Lifestyles**



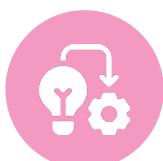
Community



Identity



**Connectivity and
Accessibility**

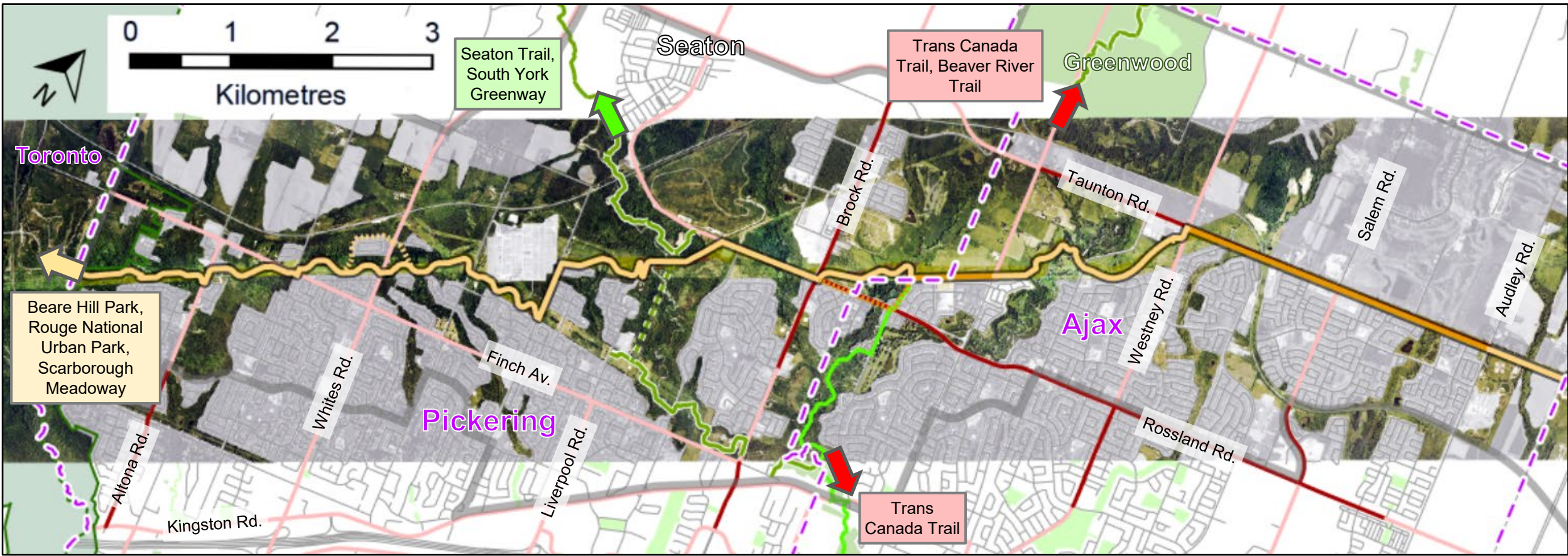


Implementation



A Connected Durham Meadowway

Map 1: West



Durham Meadowway Route

- Preferred Route – Existing
- Preferred Route – Future
- Interim Route – Existing
- Interim Route – Future

Other Primary Cycling Network (PCN - from Regional Cycling Plan)

- Existing On-Road Facility
- Future On-Road Facility
- Existing Off-Road Multi-Use Path
- Future Off-Road Multi-Use Path

Regional Trail Network

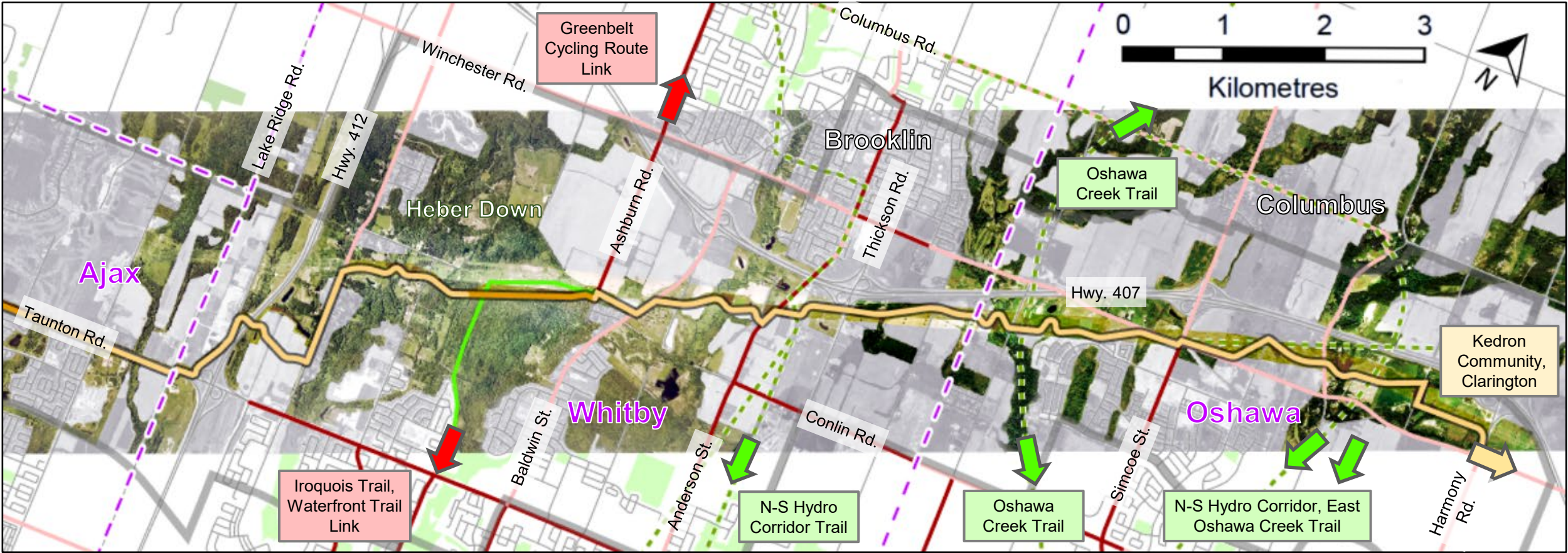
- Existing Trail
- Future Trail

Other Features

- Greater Study Area
- Rouge National Urban Park
- Conservation Lands
- Municipal Park

A Connected Durham Meadowway

Map 2: East



Durham Meadowway Route

- Preferred Route – Existing
- Preferred Route – Future
- ⋯ Interim Route – Existing
- ⋯ Interim Route – Future

Other Primary Cycling Network (PCN - from Regional Cycling Plan)

- Existing On-Road Facility
- Future On-Road Facility
- Existing Off-Road Multi-Use Path
- ⋯ Future Off-Road Multi-Use Path

Regional Trail Network

- Existing Trail
- ⋯ Future Trail

Other Features

- Greater Study Area
- Rouge National Urban Park
- Conservation Lands
- Municipal Park

The background image is a green-tinted photograph of a park. In the foreground, a wooden boardwalk leads towards a pond. Several people are visible: one person stands on the left, and a group of three people sits on the boardwalk in the lower right, looking towards the pond. In the upper right, a flock of birds, possibly geese, is in flight. The overall scene is peaceful and naturalistic.

02

Recommended Approach

Three Stage Process



Stage 1: Durham Meadoway Visioning Study (completed)

- Creates a cohesive vision for a legacy project; informs future design work
- Study led by SvN Architects + Planners
- Cost approx. \$215,000 (100% Region funded)

Stage 2: Implement the Durham Meadoway (proposed – 2024/2025)

- Prepare Memorandum of Understanding (MOU) and scope of work a Municipal Class Environmental Assessment (EA) Study
- Develop preliminary (30%) design drawings; determine construction costs and phasing
- Estimated cost approx. \$1.2 million (shared funding)

Stage 3: Construction (to be planned)

- Shovel ready projects; potential for external funding programs

Benefits of a Three Stage Process Approach

- Create a new recreational and utilitarian active transportation corridor
- Coordinated approach to implement project “end to end”
- Position the Region and area municipalities for external funding/ grant opportunities
- Potential synergies with other Regional initiatives
- Opportunity for additional public engagement



Road Map to Advance the Durham Meadowway

1. Endorse Visioning Study

- Framework and strategy to implement the Durham Meadowway project

2. Support the Creation of a MOU

- Define project administration role and responsibilities
- Define cost-sharing arrangement between Region and area municipalities for Durham Meadowway Class EA Study

3. Develop Scope of Work for Class EA Study

- Region to seek funding contribution of \$240,000 as part of the 2025 budget planning process
- Area municipalities requested to contribute funding based on uncompleted length of trail



03

The Vision

Examples of Trail Projects



Examples of Trail Projects - Toronto

Scarborough Meadoway Toronto

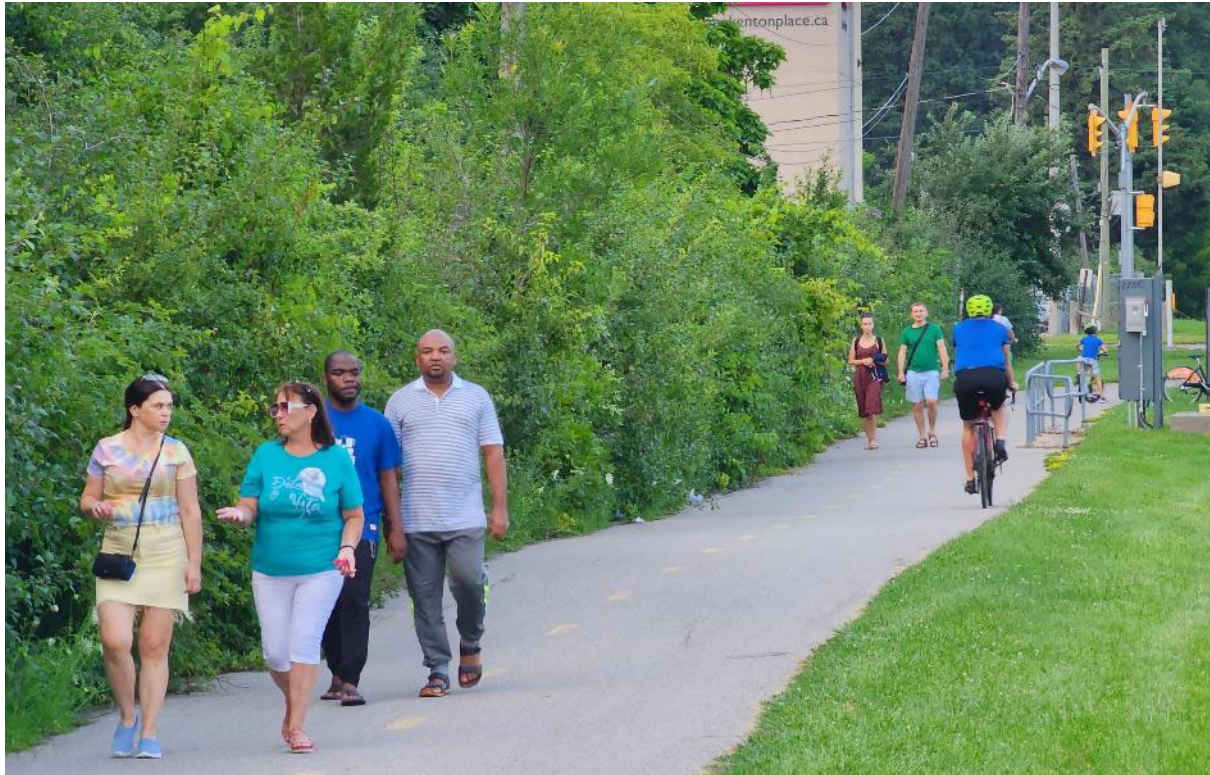
- 16 km Multi Use Trail with a medium-to-long term implementation plan
- The Durham Meadoway will seamlessly connect to Toronto's MUP



Examples of Trail Projects - Toronto

Finch Corridor Recreational Trail

- Fully implemented 15 km Multi-Use Trail with sports and parking facilities found within the Hydro corridor



Examples of Trail Projects - Hamilton

Pipeline Trail

- Fully implemented 6 km Multi-Use Trail running through stable residential neighbourhood with gateways and nodes

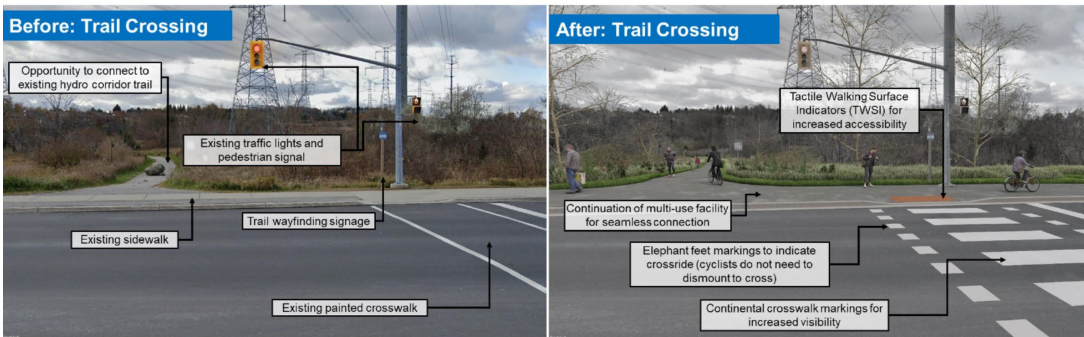


Examples of Trail Projects - York Region

South York Greenway

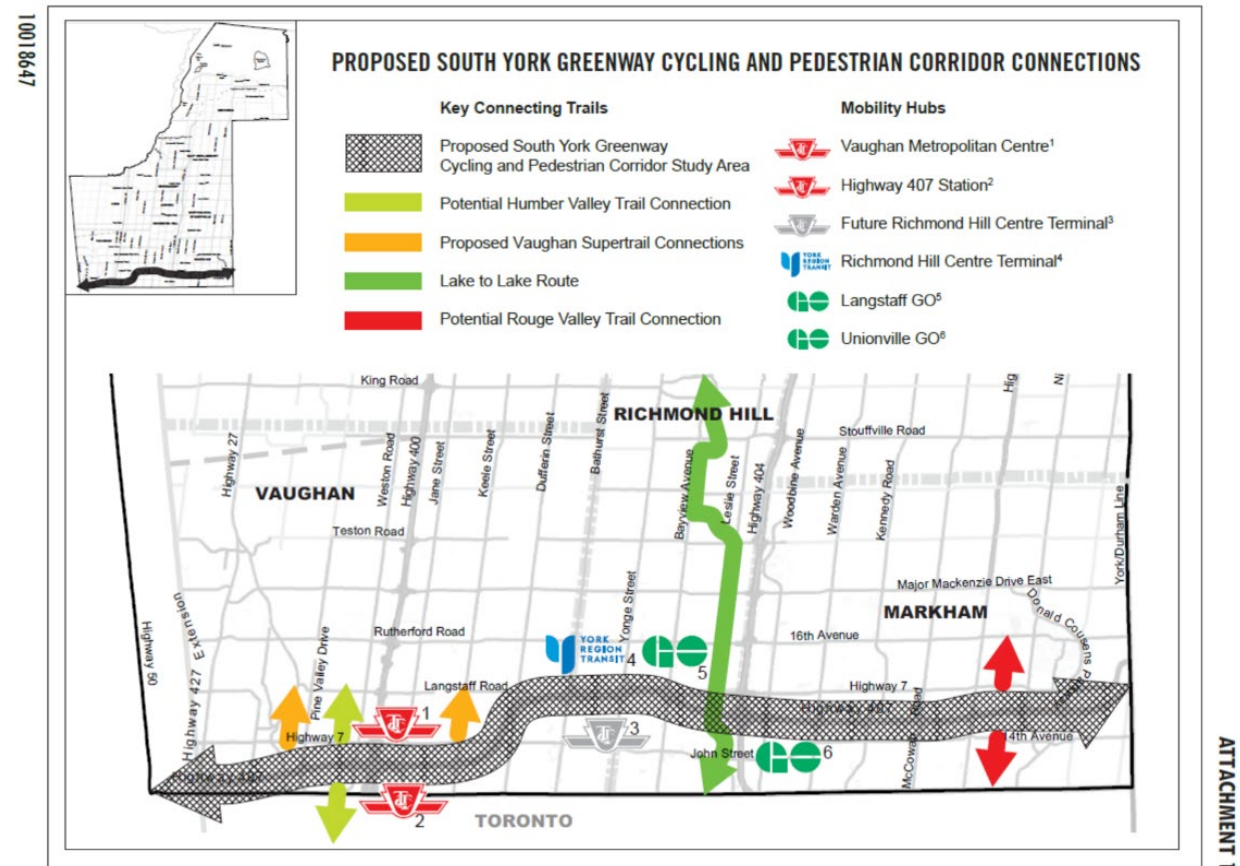
- Over 50km planned Multi-Use Trail crossing 3 municipalities along major Hydro corridor

Sample Renderings



SOUTH YORK GREENWAY PIC #2 | APRIL 7, 2022

20

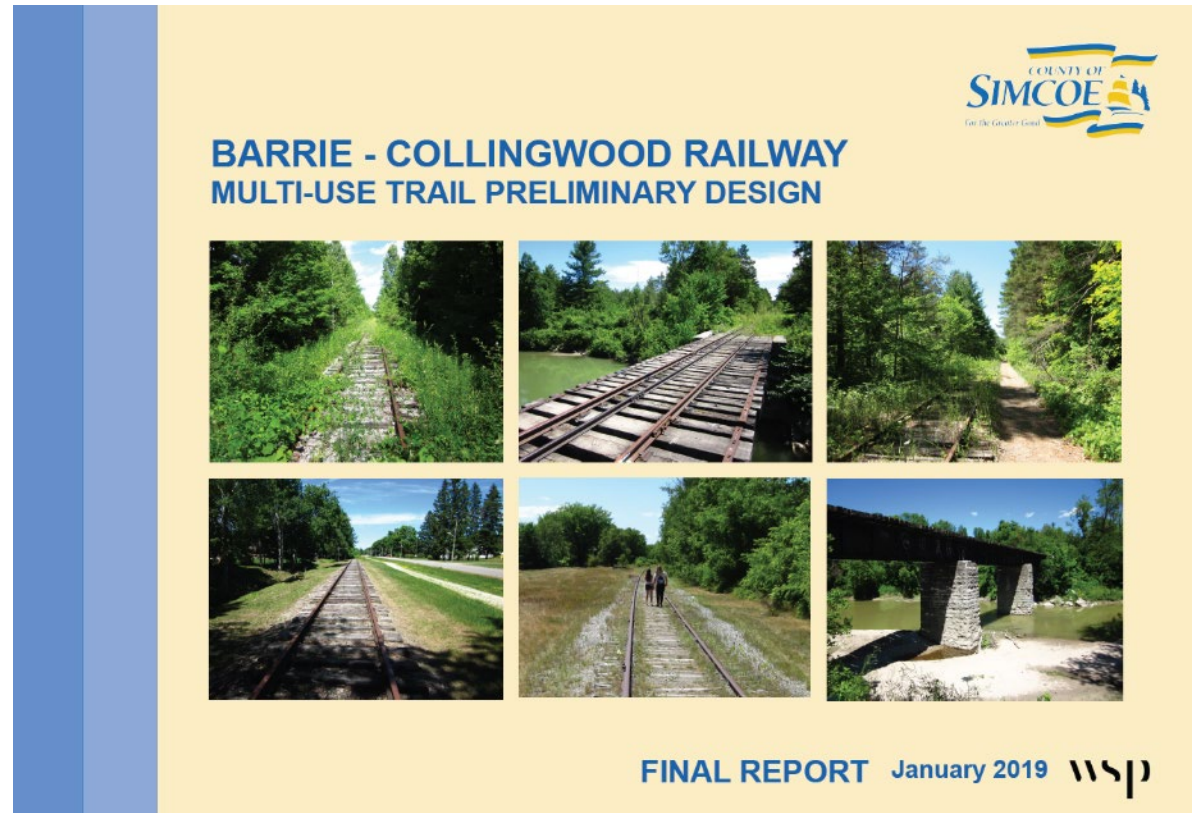


ATTACHMENT 1

Examples of Trail Projects - Simcoe County

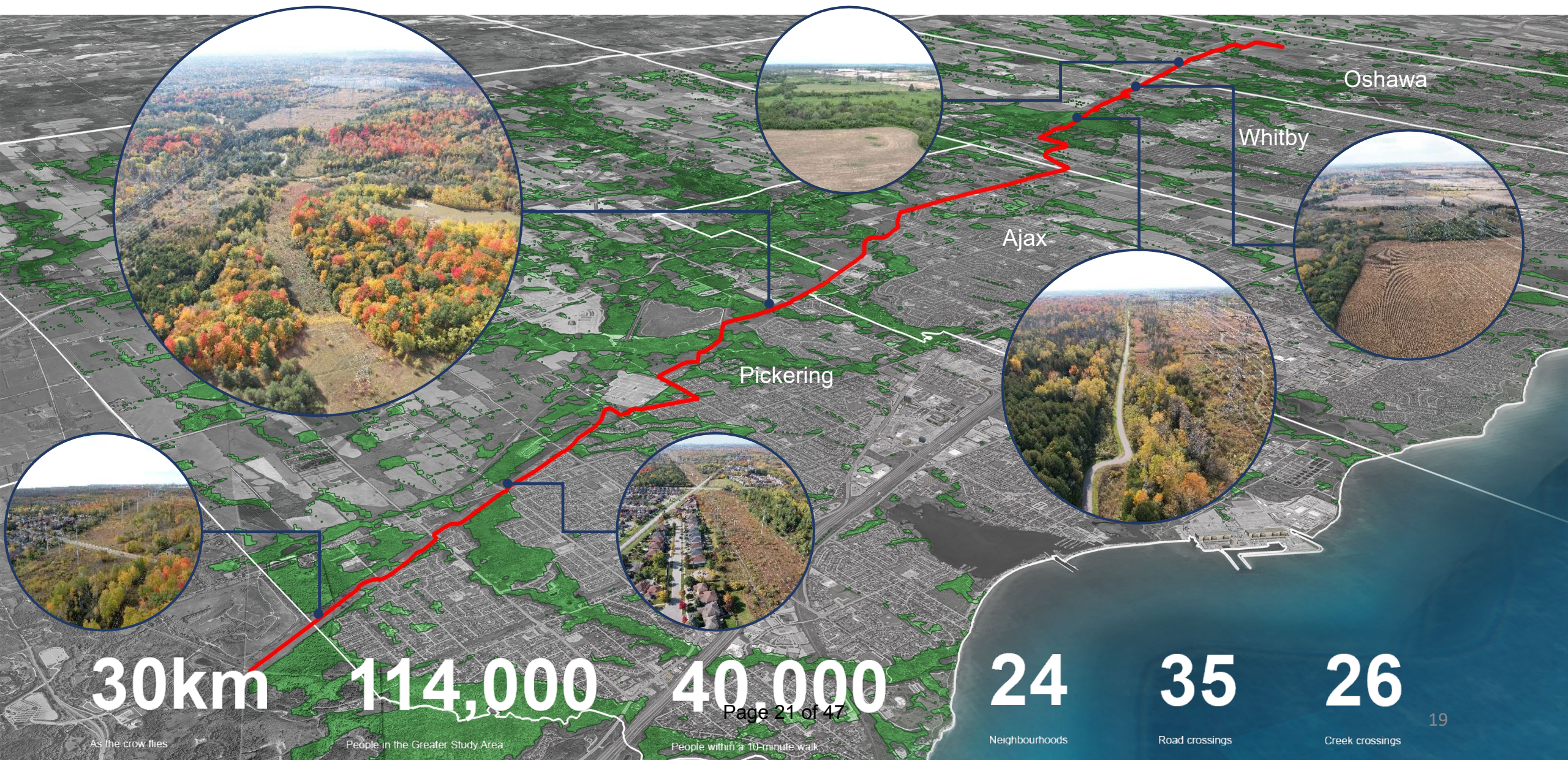
Barrie – Collingwood Railway Multi-Use Trail

- 23 km planned Multi-Use Trail
- Municipal Class EA 2021 – 2023
- Construction commenced Fall 2023



Durham Meadoway – The Linear Park

The Linear Park



Linear Park - Opportunities

1 Adjacency to green urban areas / Connection through adjacent park

2 Existing nursery business / Repurpose nursery as community garden in transmission corridor

3 Road crossing / Uninterrupted underground crossing

4 Adjacency to urban areas / Connection to intersecting road

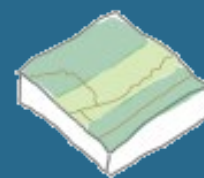
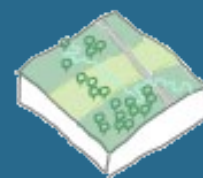
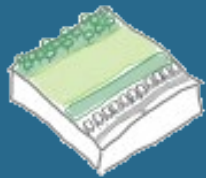
5 Adjacency to conservation areas / Enhancing natural heritage areas

6 Road crossing / Crossing at level street

7 Pathway crossing / Connection to existing pathway

8 Adjacency to green urban areas / Connection to existing park

9 Two road crossing / Crossing at level street with gateway



Linear Park - Toolkit



Enhanced
Planting



Bridge



Street level
crossing



Underground
crossing



Interpretative
signage



Lighting



Seating



Active play



Hardscape



Bike repair



Nodes



Wayfinding



Wetland
Restoration



Paving
marking



Parking



Healthy
Lifestyle



Identity



Public art



Allotment
gardens



Connectivity



Wildlife
Watching



Bike parking

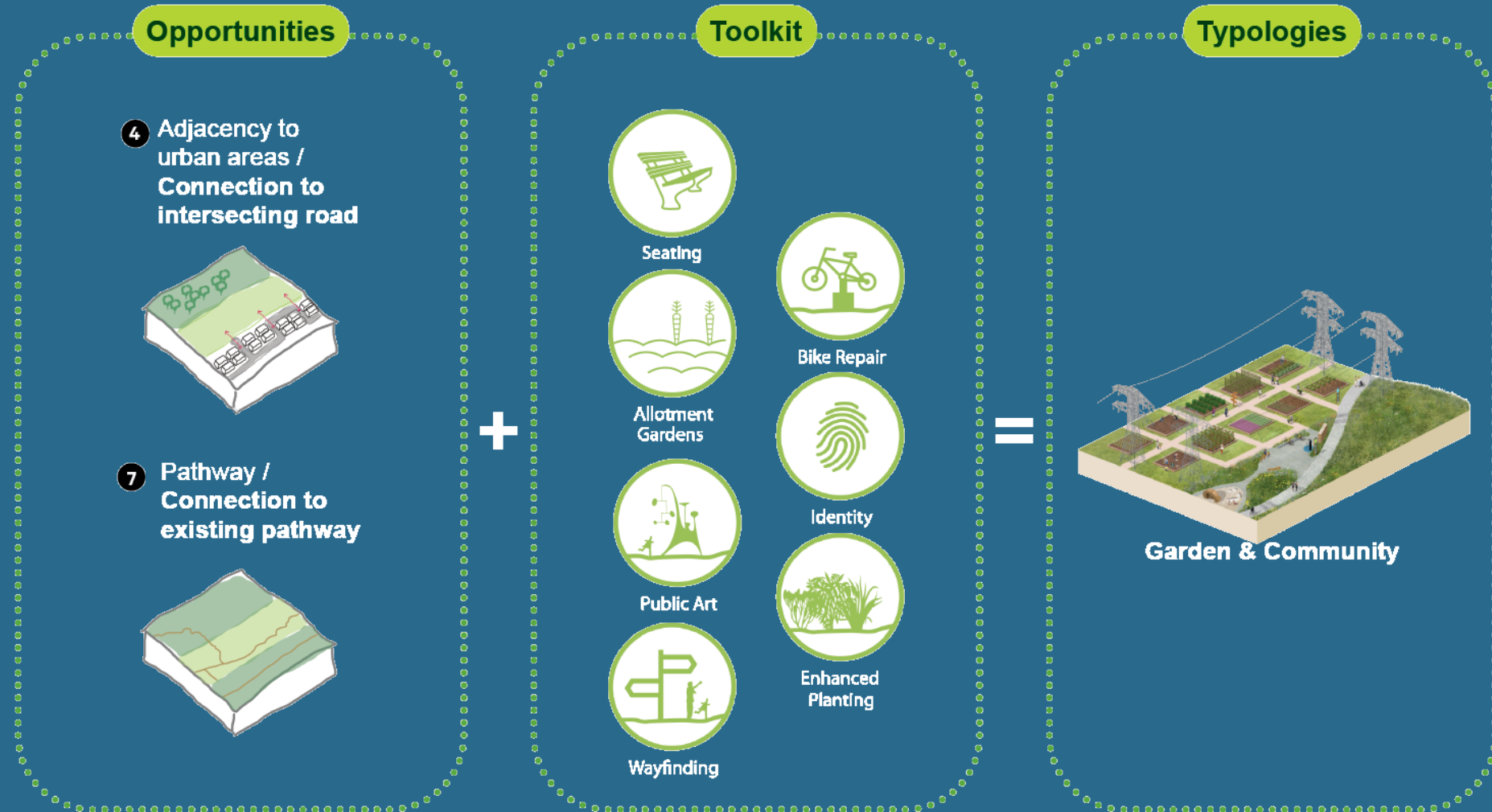


Lookout



Sports

Linear Park - Typologies



Typologies

Active Play

The Active Play typology encompasses major destinations attracting people to engage in a variety of activities. It is recommended to locate Active Play nodes in association with existing or planned parks.



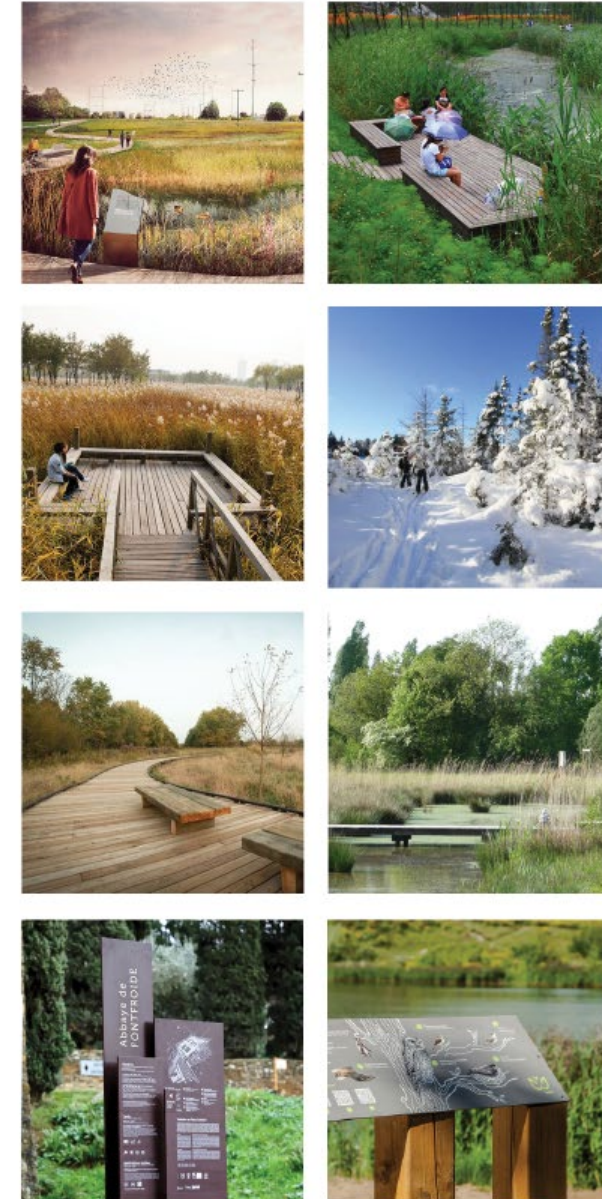
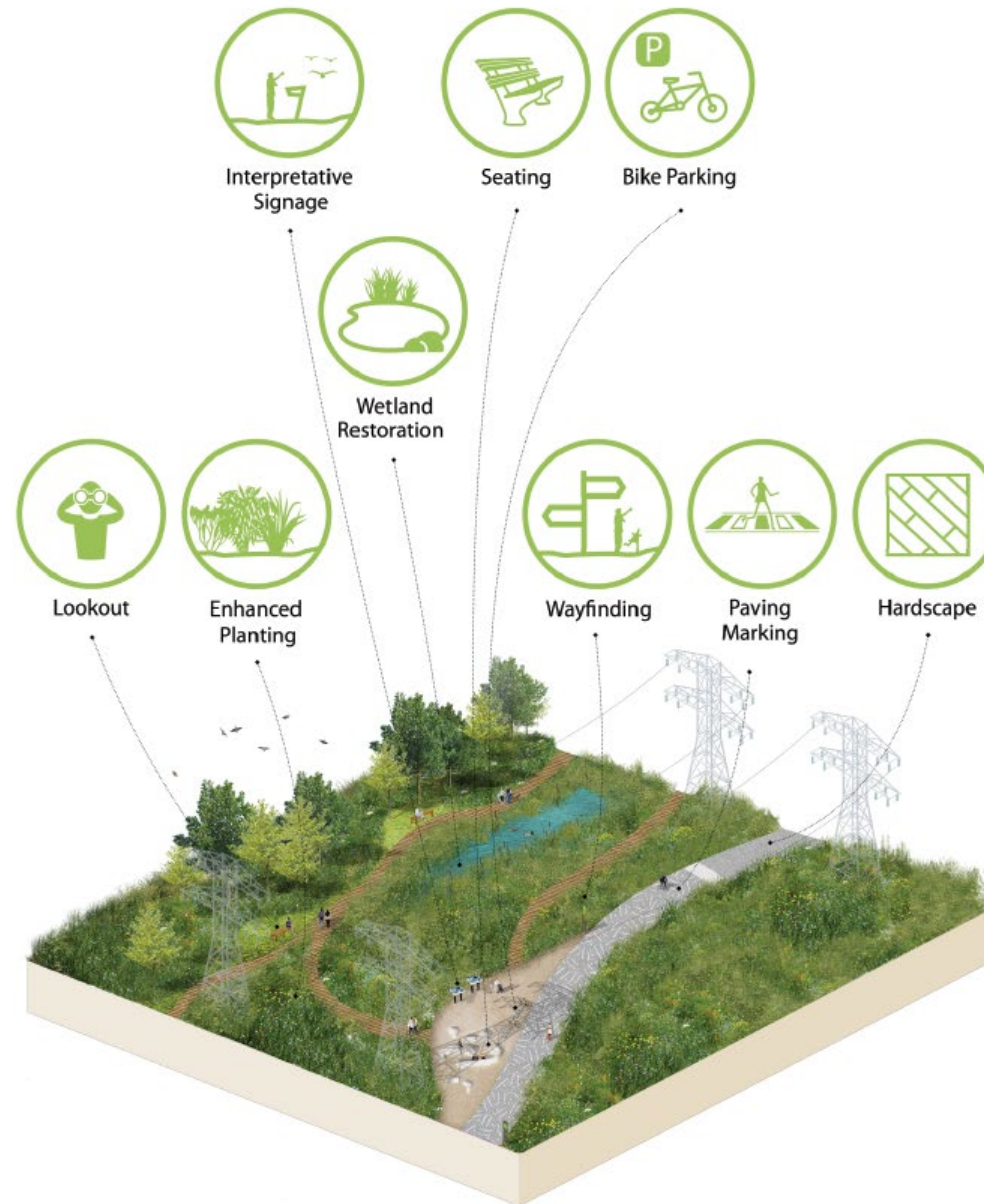
Active Play

Conceptual rendering of an Active Play Typology node along the Lynde Creek in Whitby. Multi-use sports fields in the transmission corridor expand the amenities of a future District Park, and connect to the Lynde Creek Trail, creating an enhanced destination.

Typologies

Nature Space

The Nature Space typology focuses on the natural environment. They are places where the ecological function of the corridor is enhanced or restored while allowing people to see and experience the natural environment for all seasons.



Nature Space



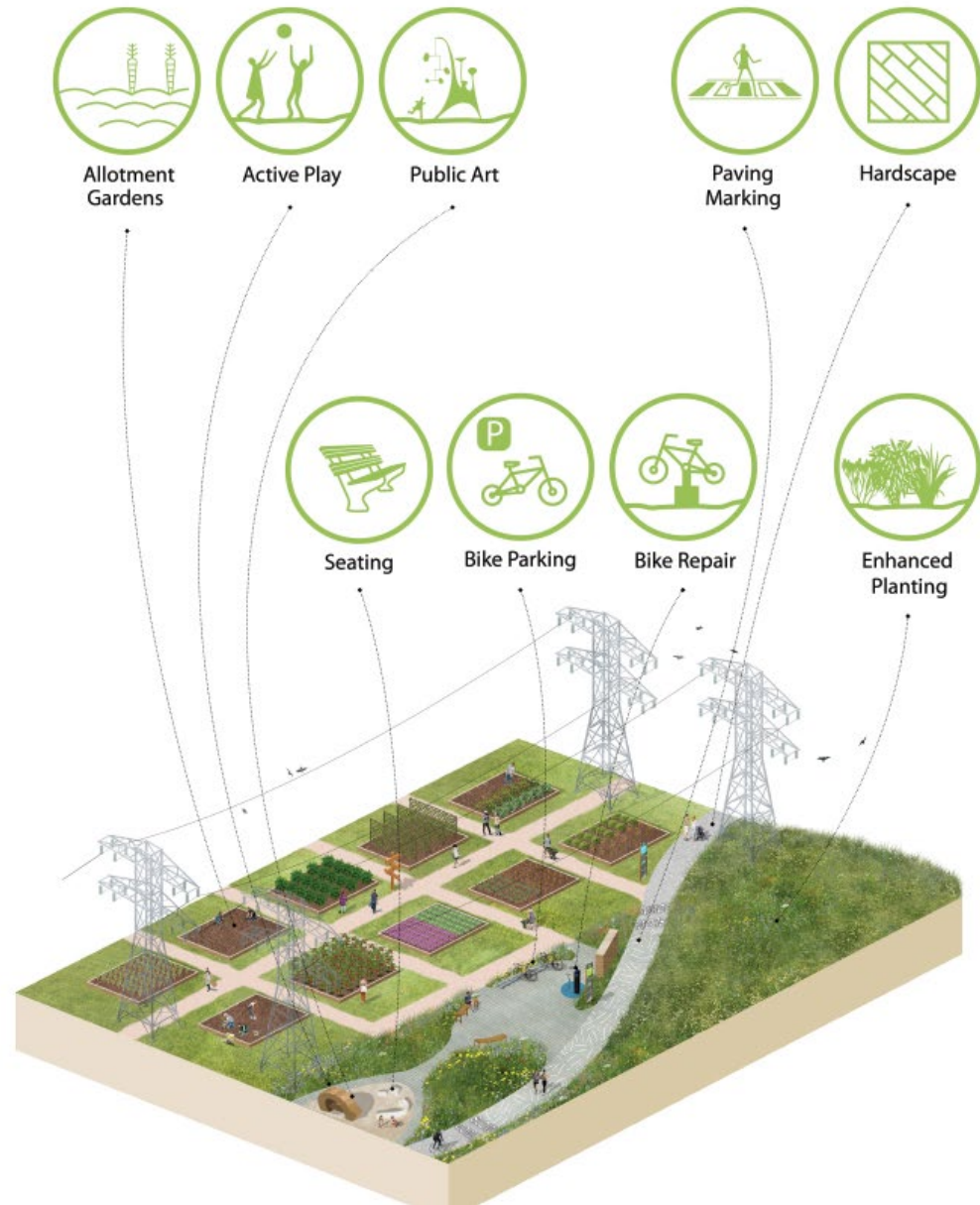
DURHAM MEADOWWAY

Conceptual rendering of a Nature Space Typology node. Existing natural features are conserved and enhanced, with amenities for trail users to experience and learn about nature.

Typologies

Garden and Community

The Garden and Community typology is focused on community gathering. It can include a wide range of activities that serve the local community, such as community garden plots, small play areas, public art, and spaces to host events like markets and festivals.



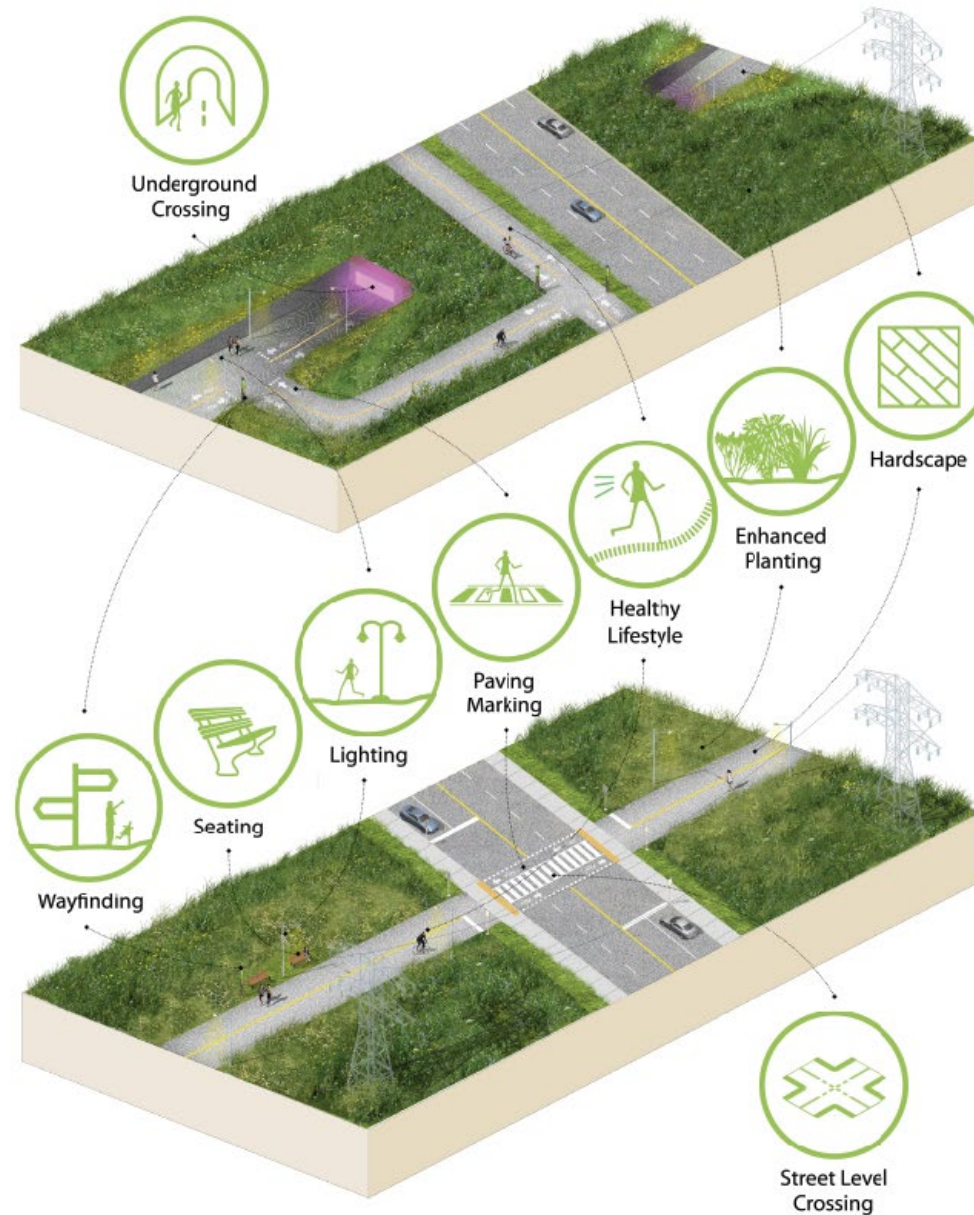
Garden and Community

Examples of the amenities and elements that form a toolkit for deploying along the Durham Meadowway. The typologies that follow illustrate how the elements from the toolkit can be combined to create placemaking.

Typologies

Road Crossings

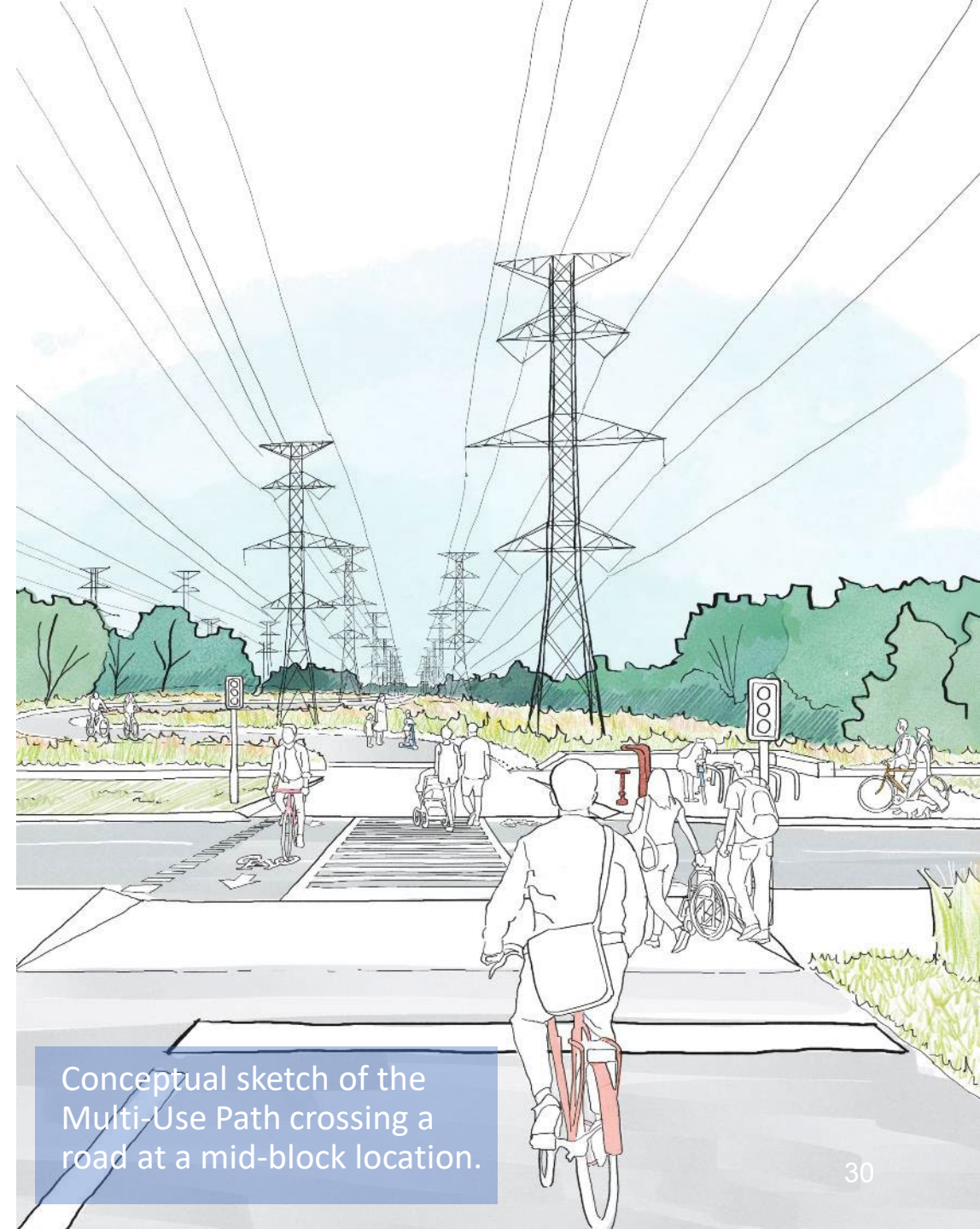
The Road Crossings typology establishes the design elements that provide Multi-Use Path users with predictable, clear and safe guidance for crossing roads and consistent branding and wayfinding to help them find their way along the route.



Road Crossings



Conceptual rendering of the Multi-Use Path crossing a road intersection.



Conceptual sketch of the Multi-Use Path crossing a road at a mid-block location.

Route Selection Considerations

Preferred Route Considerations

- Property ownership
- Hydro One secondary use licenses
- Provides the best end-to-end route for the Multi-Use Path (MUP) based on current information and input
- Route may be refined in the future based on the findings of technical studies

30km

As the crow flies

24

Neighbourhoods

35

Road crossings

26

Creek crossings



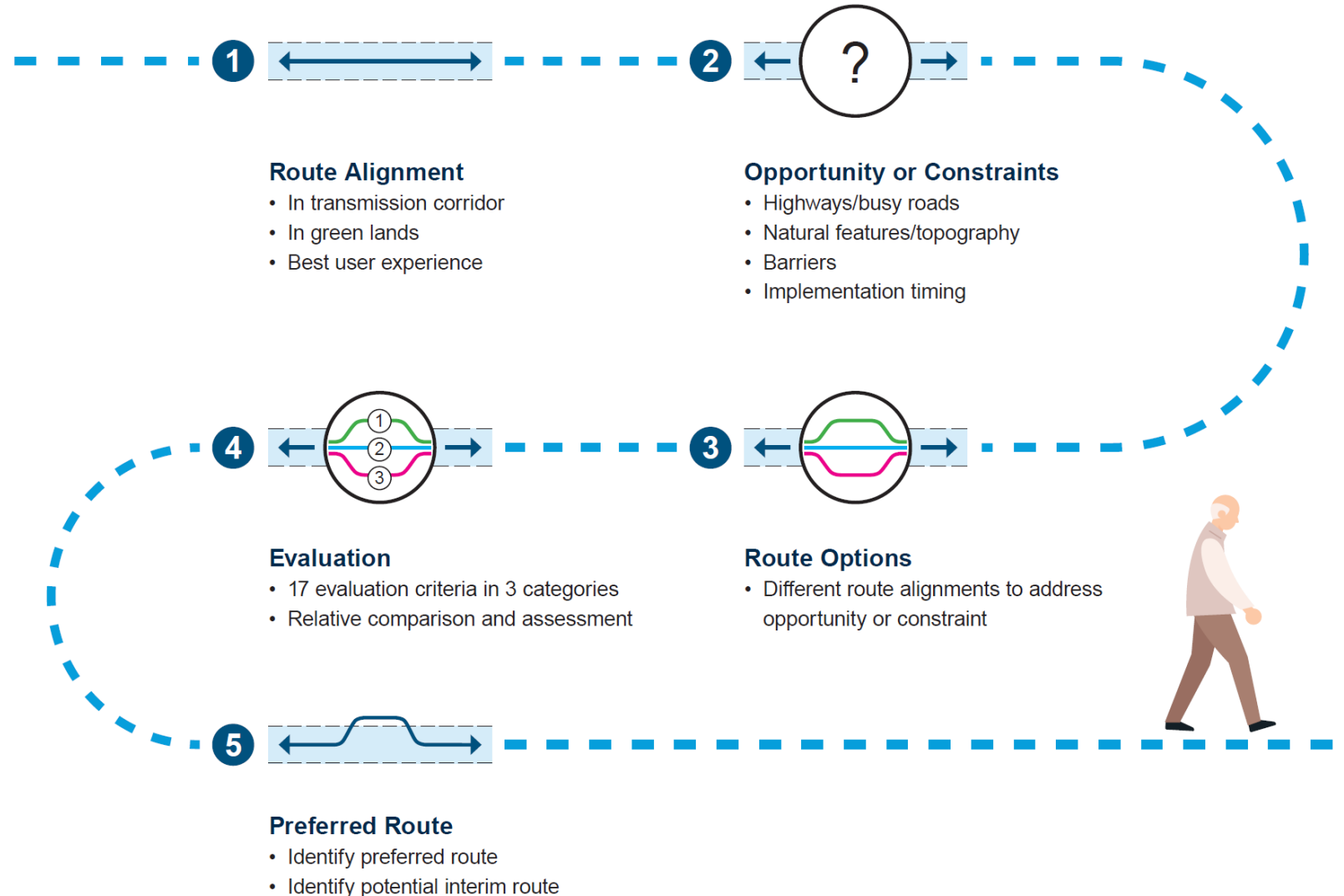
Route Evaluation Overview

Preferred Route

- Provides the best end-to-end route for the Multi-Use Path (MUP) based on current information and input
- Route may be refined in the future based on the findings of technical studies

Interim Connections

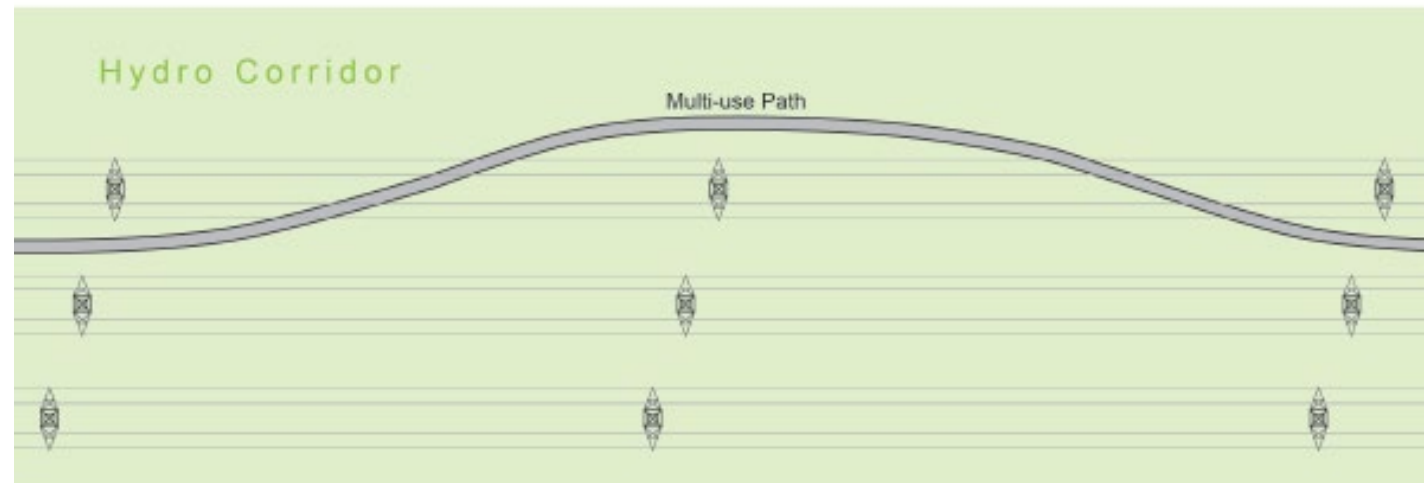
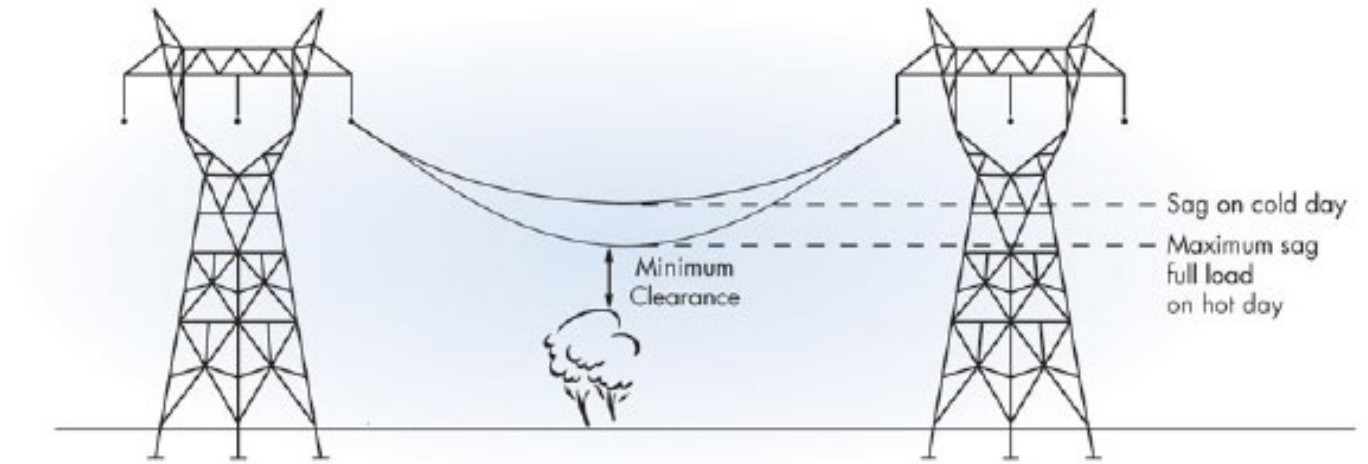
- Route for MUP that can be implemented faster were identified for two areas



Hydro One Corridor Considerations

Key Safety and Operational Considerations

- Vertical and horizontal clearances
- Buildings and permanent structures are not permitted
- Access to structures must be provided
- Grading, drainage and stormwater management
- Roads and parking
- Landscape planting restrictions
- Cost





Questions and Discussion

**Planning & Economic
Development Department**

Durham Meadoway Visioning
Study | Your Durham

SvN Architects
+ Planners

ARUP



durham.ca

[@RegionofDurham](#)



If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2564.



The Regional Municipality of Durham Report

To: Committee of the Whole
From: Commissioner of Planning and Economic Development, Commissioner of Finance and Acting Commissioner of Works
Report: #2024-COW-11
Date: March 20, 2024

Subject:

Durham Meadoway Visioning Study – Project Outcome and Next Steps, File# D21-50-50

Recommendation:

That the Committee of the Whole recommends to Regional Council:

- A) That Regional Council endorse the Durham Meadoway Visioning Study as the framework and strategy to implement the active transportation corridor and linear park, forming Stage 1 of the project;
- B) That Regional Council authorize the Commissioner of Planning and Economic Development to negotiate and execute a Memorandum of Understanding between the Region and the City of Pickering, Town of Ajax, Town of Whitby and City of Oshawa, outlining a framework for the Region to cost-share 20 per cent (estimated at \$240,000) and the affected area municipalities cost-sharing 80 per cent of the Municipal Class Environmental Assessment study for the Durham Meadoway trail, subject to the approval of the Commissioner of Finance and Regional funding through the Region's 2025 Business Planning and Budgets process; and

- C) That a copy of this report and Council resolution be sent to the City of Pickering, Town of Ajax, Town of Whitby, City of Oshawa, Durham OneNet Inc., Toronto and Region Conservation Authority, Central Lake Ontario Conservation Authority, Parks Canada, the City of Toronto, Infrastructure Ontario and Hydro One Networks Inc.
-

Report:

1. Purpose

1.1 The purpose of this report is to:

- a. Provide an overview and seek Regional Council's endorsement of the Durham Meadoway Visioning Study – Stage 1. SvN Architects + Planners (SvN) and Regional staff will be in attendance to deliver a presentation.
- b. Identify next steps and financial contribution to advance Stage 2 of the project, which comprises a Municipal Class Environmental Assessment (EA) study, to be led by the Region in partnership with the City of Pickering, Town of Ajax, Town of Whitby and City of Oshawa and in consultation with the Toronto and Region Conservation Authority (TRCA) and Central Lake Ontario Conservation (CLOCA) that will advance the preliminary design for the Durham Meadoway multi-use path and related amenities, signage, wayfinding and gateways.

2. Background

- 2.1 In May 2005, the Regional Council first declared an interest in the opportunity for a trail within the Gatineau transmission corridor, in response to a Ministry of Municipal Affairs and Housing process regarding opportunities for Regional and area municipal public uses on hydro corridor lands ([Report #2005-P-41](#)).
- 2.2 In October 2006, the Regional Council approved the first Regional Trail Network (RTN), which included an alignment within the Gatineau transmission corridor. The RTN was subsequently updated in 2015 and 2018.
- 2.3 A trail connection on the Gatineau transmission corridor has been identified in area municipal transportation master plans (TMPs) and active transportation plans including updates to the original studies.¹ Current TMPs and active transportation plans include the [Oshawa Active TMP \(2015\)](#), [Town of Ajax Integrated TMP \(2019\)](#),

¹ Previous studies include the Ajax TMP (2007), Ajax Pedestrian and Bicycle Master Plan (2010) and Whitby Cycling and Leisure Trails Plan (2010).

[Pickering Integrated TMP \(2021\)](#) and [Whitby Active Transportation Plan \(2021\)](#).

Trail projects for several long sections of the Gatineau transmission corridor are also listed in each of the area municipal Development Charge Background Studies.

- 2.4 In December 2017, a conceptual alignment for the trail was identified in the [Durham Transportation Master Plan \(2017\)](#) and was incorporated into the Region's Primary Cycling Network as part of the 2021 Regional Cycling Plan update ([Report #2021-COW-26](#)).
- 2.5 In September 2019, the Toronto and Region Conservation Authority (TRCA) released its [Trail Strategy for the Greater Toronto Region](#), which outlined a plan to guide the planning, development and management of a network of trails in greenspace and along the Lake Ontario shoreline. The plan includes sections of the Durham Meadoway in Pickering and Ajax within the TRCA watershed planning area.
- 2.6 In November 2021, a Request for Proposal (RFP) was released for the provision of consulting services to assist in developing a plan for the Durham Meadoway. SvN was retained in mid-2022 as the lead consultant to support the development of the Visioning Study as part of a multidisciplinary team of landscape architects, planners and engineers ([Report #2022-INFO-95](#)).
- 2.7 Under the Council-approved Regional Cycling Plan funding formula ([Report #2012-J-37](#)), the Region is not responsible for multi-use pathways that are located outside of Regional Road rights-of-way. Funding for this infrastructure resides with each respective area municipality. However, given the unique significance and potential of creating an active transportation corridor and linear park along the Durham Meadoway across four area municipalities, the Region has a declared interest in advancing this project and has contributed to the cost of the Visioning exercise and is proposing to contribute up to 20 per cent of the cost of the Municipal Class EA study. When the time comes to design and construct the Durham Meadoway following the completion of the EA study, each area municipality will be responsible for detailed design, tendering and construction for the segments within their jurisdiction. Area municipalities would also hold responsibility for operating and maintenance costs associated with the Durham Meadoway. The Region will work with the area municipalities to pursue opportunities for third party funding.

3. Durham Meadoway Visioning Study – Stage 1

- 3.1 The Durham Meadoway is a true Region-building initiative that is being planned as an active transportation corridor and linear park. The proposed trail connection

spans over 35 kilometres, from the Durham-Toronto boundary and Rouge National Urban Park to Harmony Road in Oshawa.

- 3.2 The Visioning Study sets the overall framework for the Durham Meadoway, identifying amenities and gateways along this new corridor, providing connections to surrounding communities, and creating the environment for a variety of experiences along it. It also proposes a Preferred Route alignment for the trail. Interim Routes to have been identified in two areas that can potentially be used in advance of the Preferred Route being constructed.
- 3.3 The Durham Meadoway Preferred and Interim Route alignments, intersecting active transportation connections as identified in the Regional Cycling Plan and RTN (both existing and planned), and nearby parks and conservation areas, are shown in Attachment 1. The lengths of the Preferred Route and Preferred with Interim Route by area municipality are also provided in the Attachment.
- 3.4 The Visioning Study forms an important step in showcasing the potential for the Durham Meadoway. It will support recreational use by both area residents and tourists, as well as for providing an option for school and work trips. It offers a coordinated and comprehensive approach to the implementation of a trail connection and various amenities across four area municipalities within publicly owned lands. These lands include transmission corridor lands owned by the province (Infrastructure Ontario) and managed by Hydro One; lands owned by the province (Ministry of Transportation) underneath the transmission corridor or part of future transitway stations; TRCA and CLOCA lands including Heber Down Conservation Area; area municipal parks and open spaces; and within regional and area municipal road rights-of-way.
- 3.5 The final Visioning Study Report is contained in Attachment 2, with its appendix included in Attachment 3. The information below provides a summary of the project outcomes:
 - a. Vision Statement and Guiding Principles
 - Captures the spirit of the Durham Meadoway project.
 - Establishes principles to be applied for planning and design.

- b. Conceptual Trail Alignment
 - Desktop review of existing conditions, planned projects and opportunities/constraints.
 - Reviews of alignment alternatives towards Preferred Route.
 - c. Locations for Amenities and Adjacent Uses
 - Visualizes the character of amenities and landscapes.
 - d. Implementation Considerations
 - Road map for subsequent technical studies, design work and approval processes for project implementation.
- 3.6 The Visioning Study covers a conceptual design for the multi-use path and identifies potential locations for amenities, gateways and other features within or near the transmission corridor lands. It forms an important milestone for the Durham Meadoway project, creating a cohesive vision for what can be a legacy project in Durham. In staff's view, the Visioning Study was very well executed with input from the affected area municipalities and a wide range of stakeholders, and its endorsement is recommended.

4. Preliminary Design for the Durham Meadoway – Stage 2

- 4.1 With Stage 1 visioning complete, Stage 2 involves undertaking a Municipal Class EA study for the Durham Meadoway project to advance the design for the multi-use path and identify the locations for gateways, amenities and other features along the route including proposed secondary uses on Hydro One transmission corridor lands.
- 4.2 Secondary uses to the transmission of electricity on the hydro corridor lands are subject to technical review by Hydro One and Infrastructure Ontario under the Provincial Secondary Land Use Program, which requires a greater level of detail from the conceptual alignments and locations identified in the Visioning Study. Advancing the Durham Meadoway to a 30 per cent level of design achieves the following objectives:
- a. Identifies a coordinated approach to implement the Durham Meadoway project “end to end” over the next several years.
 - b. Saves capital costs from an overall municipal perspective by creating “economies of scale” to conduct environmental review of watercourse crossings and other environmentally sensitive areas to help inform the design for bridge structures, culverts and the trail alignment itself.

- c. Allows for specific projects to be subsequently tendered for detailed design and construction by the area municipalities following completion of the Municipal Class EA study, as opposed to having to start the design work from scratch.
 - d. Provides the opportunity for additional engagement with the public, agencies and Indigenous communities on the Durham Meadoway's design and associated features such as regional and community gateways, other amenities identified and public art. The ongoing development of the Durham Region Public Art and Creative Placemaking Policy aligns with the desire to introduce community-based public art at gateways and potentially along the Durham Meadoway trail.
 - e. Positions the Region and area municipalities for external funding opportunities, such as federal and/or provincial funding programs. These funding programs often have specific timelines and favour "shovel ready" projects. Accordingly, the more advanced the project design, the greater the chance of success when seeking grant funding. Examples of recent funding programs where the Region has been successful include the Ontario Municipal Commuter Cycling Program and the Federal Active Transportation Fund.
 - f. Capitalizes on potential synergies with Durham OneNet Inc.'s broadband installation under the transmission corridor in conjunction with the multi-use path, subject to approval from Hydro One Networks.
 - g. Unites efforts of area municipalities planning for community amenities such as new or expanded parks adjacent to and within the transmission corridor lands, intersecting active transportation connections and the enhancement of publicly used open spaces.
- 4.3 To undertake the Municipal Class EA Study, a Memorandum of Understanding (MOU) is proposed to outline Regional and area municipal funding contributions and roles/responsibilities for its execution.
- 4.4 The cost of the Visioning Study was \$215,000 (2022 budget), which was funded by the Region to initiate and elevate the importance of the project with the understanding that future phases would require a coordinated funding strategy. The completion of the Visioning Study provides helpful guidance to inform future design work. The cost estimate to complete the Municipal Class EA study to further advance the technical aspect of the design is between \$1 million and \$1.2 million.

- 4.5 It is recommended that the Region's contribution to the Municipal Class EA study would be 20 per cent of the cost (as one of the five municipal government entities involved), with the Region's share estimated between \$200,000 and \$240,000. Area municipal contributions are based on the percentage of the future total length of multi-use path that needs to be constructed, using the length of the Preferred Route with the Interim Routes (refer to Table 1).

Table 1: Cost Estimate for Class EA Study

Municipality	High (\$)	Future Multi-Use Path (MUP) Length (km)*	Per cent of Future MUP Length
Region	240,000	n/a	n/a
Pickering	310,442	8.77	32.3
Ajax	119,292	3.37	12.4
Whitby	304,779	8.61	31.7
Oshawa	225,487	6.37	23.5
Total Class EA Study Estimated Cost	1,200,000	27.12	100.0

*Future total Durham Meadoway MUP length is 34.9 km: 27.12 km to be constructed and 7.79 km existing (of which Pickering has 2.68 km, Ajax 3.78 km, and Whitby 1.33 km).

- 4.6 From November 2023 to January 2024, Regional staff presented the Durham Meadoway Visioning Study project as well a proposed cost-sharing funding breakdown for the Stage 2 work at the following committee meetings:
- Oshawa Active Transportation Advisory Committee – November 1
 - Pickering Executive Committee – November 6
 - Ajax General Government Committee – November 20
 - Whitby Council – November 27
 - Durham Active Transportation Committee – December 14
 - Oshawa Economic and Development Services Committee (circulation) – January 6
- 4.7 To date, the four area municipalities along the Durham Meadoway trail have agreed in principle to direct staff to work on an MOU with the Region and seek their financial contribution towards the Municipal Class EA study as part of their respective 2025 budget in consideration of other budget priorities. A request for

consultant services to undertake the EA study will only occur after all the municipalities, including the Region, have secured approval of their respective financial contributions.

- 4.8 For the Municipal Class EA study process, the Region would lead the procurement and project management with a partnership committee comprised of area municipal staff. It is expected that the Region, City of Pickering, Town of Ajax, Town of Whitby and City of Oshawa would all be co-proponents of the Class EA study.

5. Relationship to Strategic Plan

- 5.1 This report aligns with/addresses the following strategic goals and priorities in the Durham Region Strategic Plan:

- a. Goal 1, Environmental Sustainability: Objective 1.1: Protect, preserve and restore the natural environment, including greenspaces, waterways, parks, trails, and farmlands.
- b. Goal 1, Environmental Sustainability: Objective 1.5: Expand sustainable and active transportation.
- c. Goal 2, Community Vitality: Objective 2.1: Revitalize existing neighbourhoods and build complete communities that are walkable, well-connected, and have a mix of attainable housing.
- d. Goal 3, Economic Prosperity: Objective 3.3: Enhance communications and transportation networks to better connect people and move goods efficiently.
- e. Goal 4, Social Investment: Objective 5.1: Optimize resources and partnerships to deliver exceptional quality services and value.

6. Conclusion and Next Steps

- 6.1 There is a tremendous amount of enthusiasm and momentum behind the Durham Meadoway project. It has captured the imagination of many Durham residents as a significant recreational and tourism asset for the Region. It is recommended that the necessary actions be taken so that this momentum can continue, in particular the preparation of a Municipal Class EA to advance the important design aspects of the Durham Meadoway.
- 6.2 Pending approval of the recommendations in this report by Regional Council, Regional staff will work on preparing a MOU between the Region and City of

Pickering, Town of Ajax, Town of Whitby and City of Oshawa for the Municipal Class EA study and will report back to Regional Council with any concerns raised and any updated recommendations stemming from the MOU discussions.

- 6.3 Following execution of the MOU, Regional staff will commence work on the terms of reference for the Municipal Class EA study in collaboration with staff from the area municipalities and the conservation authorities (TRCA and CLOCA). The procurement timeline to prepare a Request for Proposal (RFP) and award the project in Q2 of 2025. The Municipal Class EA study is proposed to take about 18-months to two years to complete.
- 6.4 The proposed funds for the Municipal Class EA study from the Region (approximately \$240,000) will be considered as part of the annual budget process for 2025 and in consideration of other Regional budget priorities.

7. Attachments

Attachment 1: Durham Meadoway Trail Route Showing Active Transportation Connections and Length by Area Municipality

Attachment 2: [Durham Meadoway Visioning Study, March 2024](#)

Attachment 3: [Durham Meadoway Visioning Study – Appendix, March 2024](#)

Respectfully submitted,

Original signed by

Brian Bridgeman, MCIP, RPP, PLE
Commissioner of Planning and
Economic Development

Original signed by

Nancy Taylor, BBA, CPA, CA
Commissioner of Finance

Original signed by

Ramesh Jagannathan, MBA, M.Eng.,
P.Eng., PTOE
Acting Commissioner of Works

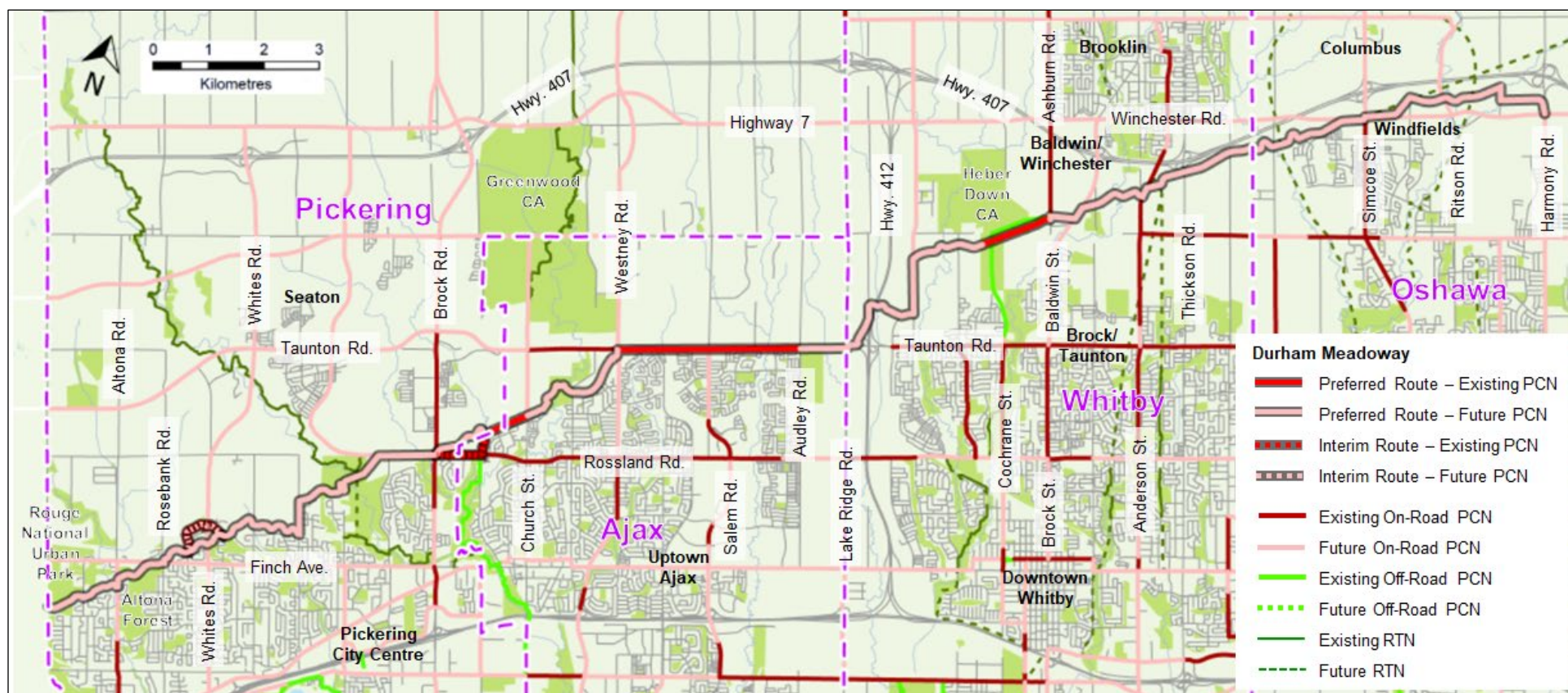
Recommended for Presentation to Committee

Original signed by

Elaine C. Baxter-Trahair
Chief Administrative Officer

Attachment 1

1) Durham Meadowway Trail Route Showing Active Transportation Connections



Notes:

PCN = Primary Cycling Network; RTN = Regional Trail Network. Existing trail and cycling facilities shown are current as of year-end 2020. The Durham Meadowway is part of the PCN in Regional Cycling Plan and Envision Durham, Map 3d – Active Transportation Network.

2) Length of Durham Meadowway Trail by Area Municipality

Area Municipality	Preferred Route (km)	Preferred with Interim Route (km)
Pickering	11.0	10.6
Ajax	7.2	8.0
Whitby	9.9	9.9
Oshawa	6.4	6.4
Total	34.5	34.9