



The Regional Municipality of Durham

Planning and Economic Development Committee Revised Agenda

Tuesday, June 4, 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. Adoption of Minutes	
3.1 Planning and Economic Development Committee meeting - May 7, 2024	4
4. Statutory Public Meetings	
4.1 Report #2024-P-11	10
Application to Amend the Durham Regional Official Plan, submitted by Lafarge Canada Inc. to permit the expansion of Aggregate Resource Extraction Area #30 in the Township of Uxbridge, File: OPA 2024-001	
a. Presentation	
a. David Perkins, Project Planner	21
b. Public Input	
a. Caitlin Port, Planner, MHBC Planning, on behalf of Lafarge Canada Inc. (In-Person Attendance)	26
c. Correspondence	
d. Report	
5. Presentations	
6. Delegations	

6.1	Sean O'Connor, Durham Resident (In-Person Attendance) Re: MMAH Draft Decision on Durham Region Official Plan - Modification #46 - Highway 412 and Rossland Road Interchange	
6.2	Rob Alexander, Past Board Chair, Durham Farm Fresh Marketing Association (In-Person Attendance) Re: Local Food in Durham Region: Durham Farm Fresh Marketing Association Annual Update and Ontario Local Food Week (Report #2024-EDT-11) [Item 8.2 C]	
6.3	Lauren Gould, CEO, The Robert McLaughlin Gallery (In-Person Attendance) Re: Arts and Culture Mapping Report (Report #2024-EDT-9) [Item 8.2 A]	36
7.	Planning	
7.1	Correspondence	
	a. Correspondence received from Laurie Miller, Director, Ministry of Municipal Affairs and Housing (MMAH), dated May 27, 2024 Re: Consultation on Potential Amendment of City of Pickering Minister's Zoning Order, Ontario Regulation 102/72 Recommendation: Refer to Consideration of Report #2024-P-13 [Item # 7.2 B) on the agenda]	51
	b. Correspondence received from Stop Sprawl Durham, dated May 28, 2024 Re: Request Planning Committee to Consider a Public Process for Durham Region's Response to the May 6, 2024, MMAH Draft Modifications to Durham's New Official Plan Recommendation: Receive for Information	53
	c. Correspondence received from Linda Gasser (Whitby Resident), dated May 29, 2024 Re: Durham's Response to MMAH May 6th Letter with Draft Decision & Proposed Modifications to Durham Region Official Plan - Requires Staff Report, Public Process & Council Decision Recommendation: Receive for Information	57
	*d. Memorandum from Brian Bridgeman, Commissioner of Planning and Economic Development Re: Preliminary Regional Response to MMAH's Proposed Modifications to the Durham Regional Official Plan Pulled by Councillor Collier from the May 31, 2024 Council	68

Information Package

Recommendation: Receive for Information

7.2 Reports

- a. Report #2024-P-12 107
Ontario Northlander Station Strategic Case, in Beaverton
(Township of Brock)
- b. Report #2024-P-13 185
Regional Comments on ERO Posting #019-8707 to amend
the lands covered by Ontario Regulation 102/72 (Federal
Airport Lands MZO) in the City of Pickering

8. Economic Development

8.1 Correspondence

8.2 Reports

- a. Report #2024-EDT-9 196
Arts and Culture Mapping Report
- b. Report #2024-EDT-10 221
Hannover Messe Trade Show, 2025 - Participation
- c. Report #2024-EDT-11 231
Local Food in Durham Region: Durham Farm Fresh Marketing
Association Annual Update and Ontario Local Food Week

9. Advisory Committee Resolutions

There are no advisory committee resolutions to be considered

10. Confidential Matters

There are no confidential matters to be considered

11. Other Business

12. Date of Next Meeting

Tuesday, September 3, 2024 at 9:30 AM

13. Adjournment

Notice regarding collection, use and disclosure of personal information:

Written information (either paper or electronic) that you send to Durham Regional Council or Committees, including home address, phone numbers and email addresses, will become part of the public record. This also includes oral submissions at meetings. If you have any questions about the collection of information, please contact the Regional Clerk/Director of Legislative Services.

The Regional Municipality of Durham

MINUTES

PLANNING & ECONOMIC DEVELOPMENT COMMITTEE

Tuesday, May 7, 2024

A regular meeting of the Planning & Economic Development Committee was held on Tuesday, May 7, 2024 in the Council Chambers, Regional Headquarters Building, 605 Rossland Road East, Whitby, Ontario at 9:30 AM. Electronic participation was offered for this meeting.

1. Roll Call

Present: Councillor Chapman, Chair
Councillor Pickles*, Vice-Chair attended the meeting at 9:31 AM
Councillor Collier*
Councillor Kerr
Councillor Neal*
Councillor Wotten*, attended the meeting at 9:53 AM
Regional Chair Henry
*** denotes Councillors participating electronically**

Also

Present: Councillor Barton attended the meeting at 10:16 AM
Councillor McDougall* attended the meeting at 10:00 AM
Councillor Schummer* attended the meeting at 9:33 AM
*** denotes Councillors participating electronically**

Absent: Councillor Shahid

Staff

Present: B. Bridgeman, Commissioner of Planning and Economic Development
M. Broderick*, Manager, Economic Development, Business Development and Investment
S. Dessureault, Committee Clerk, Corporate Services – Legislative Services
H. Finlay*, Manager, Transit-Oriented Development (TOD)
S. Gill, Director, Economic Development and Tourism
C. Goodchild, Director of Planning
R. Inacio, Systems Support Specialist, Corporate Services – IT
E. Kennedy, Creative Industries Program Specialist, Economic Development
C. Leitch, Principal Planner, Transportation Planning
A. Luqman, Senior Planner, Policy & Special Studies
G. Pereira, Manager, Transportation Planning
J. Severs, Manager, Economic Development, Marketing and Cluster Development
K. Smith, Committee Clerk, Corporate Services – Legislative Services

L. Talling, Acting Manager, Economic Development, Agriculture and Rural Affairs
N. Taylor*, Commissioner of Finance
L. Trombino, Manager, Plan Implementation
V. Walker, Committee Clerk, Corporate Services – Legislative Services
R. Woon, Senior Solicitor, Chief Administrative Office – Legal Services

2. Declarations of Pecuniary Interest

There were no declarations of pecuniary interest made.

3. Adoption of Minutes

Moved by Councillor Kerr, Seconded by Chair Henry,
(31) That the minutes of the regular Planning & Economic Development Committee meeting held on Tuesday, April 2, 2024, be adopted.
CARRIED

4. Statutory Public Meetings

There were no statutory public meetings.

5. Presentations

- 5.1 Greg Pereira, Manger, Transportation Planning, Chris Leitch, Principal Planner, and Aneesah Luqman, Senior Planner, Region of Durham, and Melanie Hare, Partner, Urban Strategies Inc., re: 2024 Durham Transit-Oriented Development (TOD) Strategy (#2024-P-10) [Item 7.2 A]

Greg Pereira, Manager, Transportation Planning, Chris Leitch, Principal Planner, and Aneesah Luqman, Senior Planner, Region of Durham, and Melanie Hare, Partner, Urban Strategies Inc., provided a PowerPoint presentation regarding the 2024 Durham Transit-Oriented Development (TOD) Strategy.

Highlights of the presentation included:

- Objectives of the TOD Strategy
- TOD Places
- Responding to Places
- Example: Mixed Use Hubs
- TOD Guidelines – 6 Components
 - Mobility
 - Public Realm
 - Land Use
 - Built Form
 - Parking Management & Design
 - Transit Station Design

- Example: Public Realm
- Implementation: Working Together to Deliver TOD
- Role, Awareness and Relevance of TOD Strategy
- Partners in Advancing TOD
- Structures for Effective Collaboration
- Monitoring and Managing
- Value of the TOD Strategy

B. Bridgeman provided additional remarks regarding the interrelated connection between land use planning and transportation planning that both fall within the responsibility of the Planning Division.

5.2 Eileen Kennedy, Economic Development Specialist (Creative Industries Specialist) re: Film and Television Sector Development, 2012 to 2022, and Future Plans (#2024-EDT-8) [Item 8.2 A]

Eileen Kennedy, Economic Development Specialist (Creative Industries Specialist), provided a PowerPoint presentation regarding Film and Television Sector Development, 2012 to 2022, and Future Plans.

Highlights of the presentation included:

- Durham Region Film Commission
 - Creation and Building Capacity
 - Action Plan
- Sector Development
- Infrastructure Investment
- Film Durham Promotions
- Film Tourism
 - Durham Region International Film Festival
 - Fannibal Fest Bus Tours
- Production Activity
 - Strong Growth
 - Type of Projects
- Future Plans

E. Kennedy responded to questions from the Committee with regards to whether the Region's success within the film industry has steadily increased, and what external factors influence those successes; whether consideration has been given to providing local businesses with information regarding Ontario tax credits as it relates to the film industry that would increase their interest and involvement in the film industry; whether the Pickering Casino & Resort has become a preferred location for filming; and whether it is anticipated that the planned racetrack at the Pickering Casino & Resort will attract further opportunities for filming.

6. Delegations

There were no delegations to be heard.

7. Planning

7.1 Correspondence

There were no communication items to be considered.

7.2 Reports

A) 2024 Durham Transit-Oriented Development (TOD) Strategy (2024-P-10)

Report #2024-P-10 from B. Bridgeman, Commissioner of Planning and Economic Development, was received.

Moved by Councillor Collier, Seconded by Councillor Kerr,
(32) That we recommend to Council:

- A) That the 2024 Durham Transit-Oriented Development (TOD) Strategy be endorsed as a toolbox of common reference points in the process of planning and designing TOD Places in Durham Region; and
- B) That the guidelines within the 2024 Durham TOD Strategy that have implications on designing and constructing Regional infrastructure be considered as part of future annual business plans and budget processes for those capital projects.

CARRIED

8. Economic Development

8.1 Correspondence

There were no communication items to be considered.

8.2 Reports

A) Film and Television Sector Development, 2012 to 2022, and Future Plans (2024-EDT-8)

Report #2024-EDT-8 from B. Bridgeman, Commissioner of Planning and Economic Development, was received.

Moved by Councillor Kerr, Seconded by Chair Henry,
(33) That Report #2024-EDT-8 of the Commissioner of Planning and Economic Development be received for information.

CARRIED

9. Advisory Committee Resolutions

There were no advisory committee resolutions to be considered.

10. Confidential Matters

There were no confidential matters to be considered.

11. Other Business

11.1 Envision Durham: Regional Official Plan – Draft Decision Received from Ministry of Municipal Affairs and Housing (MMAH)

B. Bridgeman stated that on May 6, 2024, he received a draft decision from Laurie Miller, Regional Director, Ministry of Municipal Affairs and Housing (MMAH) with respect to the Region's submission of its Official Plan in May 2023. The draft decision includes 77 proposed modifications, which B. Bridgeman advised are currently in the process of being assessed by Regional planning staff.

B. Bridgeman further stated that there are two significant modifications contained in the draft decision that relate to the province's intention not to approve (1) the northeast Pickering lands due to a Minister's Zoning Order dating back to 1972 that does not permit development of the lands to allow for the potential future development of an airport; and (2) the 100-acre block of industrial land in Uxbridge due to its location within the Oak Ridges Moraine lands.

B. Bridgeman advised that the MMAH staff letter requests comments back by June 5, 2024.

Discussion ensued with respect to the importance of the inclusion of the northeast Pickering lands and Uxbridge industrial lands to permit future growth in the Region; and the relevance of the Minister's Zoning Order in the present-day.

Staff responded to questions from the Committee with regards to whether the draft decision addresses municipal and Region approved conversion requests included in the Official Plan; the anticipated timeframe for the Regional Official Plan to be approved and in effect; whether there are any other known lands in Ontario that have been locked from development for a similar timeframe as the northeast Pickering lands; and whether any updates are available with respect to the Durham Forest lands that the province wishes to receive ownership of from the Region.

12. Date of Next Meeting

The next regularly scheduled Planning & Economic Development Committee meeting will be held on Tuesday, June 4, 2024 at 9:30 AM in the Council Chambers, Regional Headquarters Building, 605 Rossland Road East, Whitby.

13. Adjournment

Moved by Councillor Kerr, Seconded by Chair Henry,
(34) That the meeting be adjourned.

CARRIED

The meeting adjourned at 10:28 AM

Respectfully submitted,

B. Chapman, Chair

V. Walker, Committee Clerk

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



The Regional Municipality of Durham

Report

To: Planning and Economic Development Committee
 From: Commissioner of Planning and Economic Development
 Report: #2024-P-11
 Date: June 4, 2024

Subject:

Public Meeting Report

Application to Amend the Durham Regional Official Plan, submitted by Lafarge Canada Inc. to permit the expansion of Aggregate Resource Extraction Area #30 in the Township of Uxbridge, File: OPA 2024-001

Recommendation:

That the Planning and Economic Development Committee recommends:

- A) That Commissioner's Report #2024-P-11 be received for information; and
 - B) That all submissions received be referred to the Planning and Economic Development Department for consideration.
-

Report:

1. Purpose

- 1.1 This report provides information on a proposed amendment to the Durham Regional Official Plan (ROP) which is intended to permit an expansion to Aggregate Resource Extraction Area #30 in the Township of Uxbridge.
- 1.2 A "Notice of Public Meeting" regarding this application will be advertised in the Uxbridge Cosmos on April 18, 2024. Notice of this meeting will also be mailed to landowners within 120 metres of the subject site. This report will also be made available to the public prior to the meeting to be held on June 4, 2024.

2. Application

- 2.1 On February 29, 2024, MHBC Planning, on behalf of Lafarge Canada Inc. (“Lafarge”) submitted an application to amend the ROP to permit the expansion of an existing licenced aggregate pit operation in Township of Uxbridge. The application was deemed complete on April 2, 2024. A “Notice of Complete Application and Public Meeting” was mailed to property owners within 120 metres of the site on April 19, 2024.
- 2.2 The subject lands are located on the west side of Concession 4, south of Wagg Road (refer to Attachment 1). The site is municipally addressed as 4900 Concession 4 and legally described as Part of Lot 20, Concession 3, Township of Uxbridge.
- 2.3 Lafarge currently operates the licenced aggregate pit known as the Goodwood Pit. The Goodwood Pit operates under Ministry of Natural Resources and Forestry Aggregate License 6593 and includes two license areas separated by the Canadian National Railway (CNR) Uxbridge Subdivision rail line, also known as the York Durham Heritage Railway line, with a total area of approximately 127 hectares (314 acres). The licensed area northwest of the rail line is about 58 hectares (143 acres) and has been fully rehabilitated except for the access road to Concession 3. The portion of the existing license southeast of the rail line is currently under active extraction with an area of approximately 69 hectares. The proposed expansion would allow Lafarge to maximize the efficiencies of the site through phased extraction and use of the equipment and haul route of the existing Goodwood Pit.
- 2.4 The proposed expansion area to be licensed is approximately 17.9 hectares (44.2 acres) in size. The size of the proposed extraction area is 15.4 hectares (38 acres). The proposed total annual limit of material to be extracted will not exceed 1,177,000 tonnes in combination with the existing Goodwood Pit, which would be integrated with the existing tonnage limits of the operation. There will no capacity increase to the overall operation with the expansion. On-site portable primary aggregate processing is proposed to be carried out within the limits of the proposed license, and the existing entrance to the Lafarge Goodwood Pit would be utilized for shipping of the aggregate material.
- 2.5 The subject site is currently under active agricultural cultivation for pasture and the farming of cash crops. There are small, isolated wooded areas within and adjacent to the property.

2.6 The following land uses surround the subject site:

- North – CNR rail line, rural residential uses, woodlands and Wagg Road;
- East – Concession 4, rural residential uses, Aggregate Extraction Area 21;
- South – Aggregate Resource Extraction Area No. 30 (Lafarge’s current aggregate extraction pit; and
- West – vacant, rehabilitated land from the above noted extraction pit’s previous extraction phases.

3. Proposed License

3.1 A license for a Category 1, Class A permit is being submitted for the subject site. This type of permit is required by the Ministry of Natural Resources and Forestry (MNR) under the *Aggregate Resources Act* for pit operations which intend on extracting aggregate material from below the established groundwater table. The subject application proposes extraction both above and below the water table in two phases in accordance with progressive rehabilitation principles, beginning at the western portion of the site and ending at the eastern portion of the site. Extraction above the water table will remove approximately 20 to 25 metres of material, and extraction below the water table would be to a depth of approximately 12 metres.

3.2 The proposed pit will utilize the existing Goodwood Pit entrance/exit located south of the existing pit on Regional Road 47 (refer to Attachment 1), as well as the established haul route from this pit to Lafarge’s Stouffville Pit. No new haul routes or entrances are proposed.

3.3 The Aggregate Site Plan for the subject application identifies an acoustic berm 2 - 4 metres in height to be constructed above the existing grade on the northern perimeter of the property to be excavated during Phase 1. An acoustic berm of five to ten metres high will be constructed above the existing grade on the northern and eastern perimeters of the property to be excavated during Phase 2 (refer to Attachment 2). The berms will remain in place throughout the operation of the pit.

4. Reports Submitted in Support of the Application

4.1 The following reports were submitted in support of this application:

- “Planning Justification Report and Aggregate Resources Act Summary Statement”, prepared by MHBC Planning;
- “Water Report Level 2”, prepared by WSP Canada Inc.;
- “Maximum Predicted Water Table Elevation, prepared by WSP Canada Inc.;
- “Natural Environment Report”, prepared by WSP Canada Inc.;

- “Stage 1 - 2 Archaeological Assessment”, prepared by Stantec Consulting Ltd.;
 - “Stage 3 Archaeological Assessment”, prepared by Stantec Consulting Ltd.;
 - “Air Quality Impact Assessment”, prepared by RWDI Air Inc.;
 - “Noise Impact Study”, prepared by Aercoustics Engineering Ltd.;
 - “Scoped Transportation Impact Study” prepared by TYLin; and
 - “Aggregate Resources Act Site Plans”, prepared by MHBC Planning.
- 4.2 In accordance with Council adopted policy, the Region is currently in the process of conducting peer reviews of the above noted water level and water table reports as well as the noise impact study, in consultation with the Regional Health Department, the Township of Uxbridge and the applicant, at the applicant’s expense.

5. Aggregate Resources Act & Planning Act

- 5.1 The Aggregate Resources Act (ARA) governs the aggregate license process and runs parallel with the Planning Act process. Approval of the license would be granted by MNRF.
- 5.2 The ARA and its associated regulations require all new and expanding aggregate extraction areas to undergo rigorous review of technical studies with the MNRF and the completion and approval of a set of ‘aggregate site plans’ which identify all aspects of the site’s design, extraction, and rehabilitation conditions as required by the MNRF, the Region of Durham and the Township of Uxbridge.
- 5.3 The technical studies submitted in support of any new or expanding aggregate application are also used to determine whether the principle of land use is appropriate through the required Planning Act processes, such as the Regional Official Plan Amendment and the Township of Uxbridge Zoning By-law Amendment.
- 5.4 The ARA and the MNRF require that all Planning Act approvals are to be in place at the Region and the Township before any extraction license is issued and permitted by the MNRF on the site.
- 5.5 The ARA also requires all active Pits and Quarries to undergo annual monitoring with the MNRF to ensure compliance with the terms of their aggregate site plans.
- 5.6 Lastly, the ARA requires a progressive rehabilitation of all aggregate extraction areas with the completion of each phase. The details of the rehabilitation are located on the Site Plan approved, held and enforced with the MNRF throughout the entire lifespan of the Pit.

6. Provincial Policy Statement (2020)

- 6.1 The Provincial Policy Statement (PPS) requires natural features and hydrologic features to be protected for the long term. It further states that natural heritage systems should be maintained, restored or where possible, improved.
- 6.2 The PPS encourages mineral aggregate resources to be available as close to markets as realistically possible. It further requires mineral aggregate operations to be protected from development and other activities which would preclude or hinder their expansion, or continued use which would create incompatibility for public health, public safety or environmental reasons.
- 6.3 Section 2.5.4 speaks specifically to extraction of mineral aggregate resources on prime agricultural land. Mineral aggregate resource extraction is permitted as an interim use in prime agricultural areas, provided that the site will be rehabilitated to an agricultural condition when the pit ceases to operate.
- 6.4 The subject site is located within a Candidate Prime Agricultural Area within the Agricultural Land Base and as such, is considered to be located within a Prime Agricultural Area.

7. Oak Ridges Moraine Conservation Plan (2017)

- 7.1 The subject site is located within the Countryside Areas designation of the Oak Ridges Moraine Conservation Plan (ORMCP). Mineral aggregate operations are permitted within the Countryside Areas designation, subject to the applicant demonstrating the following:
 - a. That the quantity and quality of groundwater and surface water will be maintained and, where possible, improved or restored;
 - b. That as much of the site as possible will be rehabilitated, in the case of land in a prime agricultural area, by returning substantially all the land to a condition in which the soil capacity for agriculture is on average the same as it was before the mineral aggregate operation or wayside pit began operating;
 - c. If there are key natural heritage features on the site or on adjacent land, that their health, diversity, size and connectivity will be maintained and, where possible, improved or restored; and
 - d. If there are areas of natural and scientific interest (earth science) on the site or on adjacent land, that the geologic or geomorphological attributes for which they were identified will be protected.

8. Lake Simcoe Protection Plan (2009)

- 8.1 Policy 4.20-DP of the Lake Simcoe Protection Plan states that the mineral aggregate resources industry is encouraged to adopt best management practices as a proactive measure to reduce potential contribution of phosphorous loadings to the Lake Simcoe watershed.

9. Regional Official Plan (ROP) Conformity

Current Regional Official Plan (2020)

- 9.1 The current ROP designates the subject site as Oak Ridges Moraine - Countryside Areas. Countryside Areas within the Oak Ridges Moraine are areas of existing rural land use intended to protect prime agricultural areas, provide for the continuation of agricultural and other rural land uses and maintain the character of Rural Settlements.
- 9.2 Schedule D of the ROP also designates the subject site as being located within an area of high potential for aggregate resources. The ROP protects these areas for such purposes.
- 9.3 ROP policy 9D.2.2 states in part that no expansion to an existing pit operation shall be permitted beyond the applicable Aggregate Resource Extraction Areas identified in the ROP other than by amendment to the ROP.
- 9.4 The ROP also states that in the consideration of expanded Aggregate Resource Extraction Areas, potential impacts, and cumulative impacts on existing development and on residents located nearby, shall be fully assessed, with negative effects minimized to the fullest extent possible.

Envision Durham, Council Adopted Regional Official Plan

- 9.5 The subject site is also designated "Oak Ridges Moraine – Countryside Areas" in "Envision Durham", the ROP adopted by Regional Council on May 17, 2023, which is currently before the Minister of Municipal Affairs and Housing pending approval. Map 4 of Envision Durham also designates the site as an Aggregate Resource Extraction Area.

10. Proposed Official Plan Amendment – Current ROP (2020) and Envision Durham (Adopted 2023)

10.1 The applicant is proposing that the current ROP be amended by making the following change to Schedule ‘E’ – Table ‘E1’ which describes the size and location of the proposed aggregate resource extraction area site as shown below:

Area Identified on Schedule ‘E’	Former Municipality	Lot(s)	Concession(s)	Area (Ha)
30	Uxbridge Twp.	Parts of 18, 19 & 20	3	103 121

10.2 The adopted ROP removed Schedule ‘E’ – Table ‘E1’ in lieu of directing readers to MNRF’s Pit and Quarries Online website for detailed information on individual licenses (refer to adopted Policy 6.7.10). As a result, this proposed Official Plan Amendment will not require any revisions to the new ROP.

11. Other Applications

11.1 The applicant has submitted applications to amend the Official Plan (OPA 72) and the Zoning By-law of the Township of Uxbridge (ZBA 2024-02) to implement the proposed expansion to the aggregate resource extraction area.

11.2 An application under the Aggregate Resources Act is being prepared by the applicant and will be submitted to the MNRF soon.

12. Consultation

12.1 The application has been circulated to various agencies for comments including: the Ministry of Municipal Affairs and Housing, the Township of Uxbridge, the Lake Simcoe Region Conservation Authority, the Region of Durham Works Department, and the Region of Durham Health Department.

13. Public Consultation

13.1 A “Notice of Public Meeting” regarding this application has been advertised in the “Uxbridge Cosmos” and mailed to all property owners within 120 metres of the proposed amendment. This report was also made available to the public prior to the meeting.

- 13.2 Anyone who attends or participates in a public meeting may present an oral submission and/or provide a written submission to the Planning and Economic Development Committee on the proposed amendment. Also, any person may make written submissions at any time before Regional Council makes a decision.
- 13.3 If a person or public body does not make oral submissions at a public meeting or does not make written submissions before the proposed official plan amendment is adopted, the person or public body:
- a. Is not entitled to appeal the decision of the Region of Durham to the Ontario Land Tribunal (OLT); and
 - b. May not be added as a party to the hearing of an appeal before the OLT, as grounds to add the person or public body as a party.
- 13.4 Anyone who wants to be notified of Regional Council's decision on the proposed ROP Amendment must submit a written request to:

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

14. Future Regional Council Decision

- 14.1 The Planning and Economic Development Committee will consider this ROP Amendment application at a future meeting and will make a recommendation to Regional Council. Council's decision will be final unless appealed.
- 14.2 All persons who make oral submission, or have requested notification in writing, will be given notice of the future meeting of the Planning and Economic Development Committee and Regional Council at which the subject application will be considered.

15. Previous Reports and Decisions

- 15.1 There are no previous reports on this matter.

16. Relationship to Strategic Plan

16.1 The objective in the processing of Regional Official Plan Amendment applications is to ensure responsive, effective and fiscally sustainable service delivery.

17. Attachments

Attachment #1: Location Sketch

Attachment #2: Phasing Plan

Respectfully submitted,

Original signed by

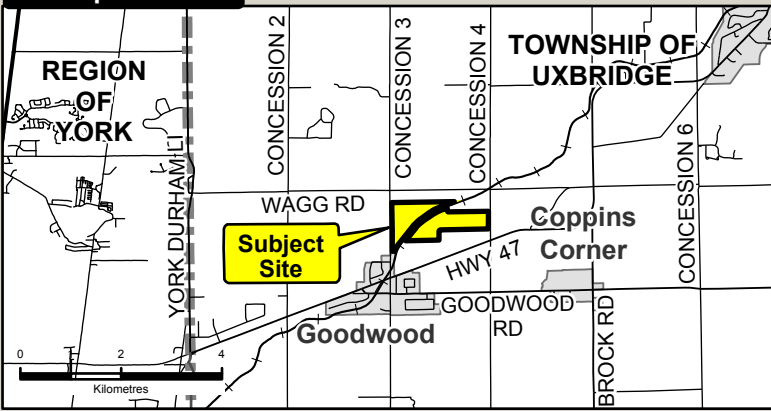
Brian Bridgeman, MCIP, RPP, PLE
Commissioner of Planning and
Economic Development

Recommended for Presentation to Committee

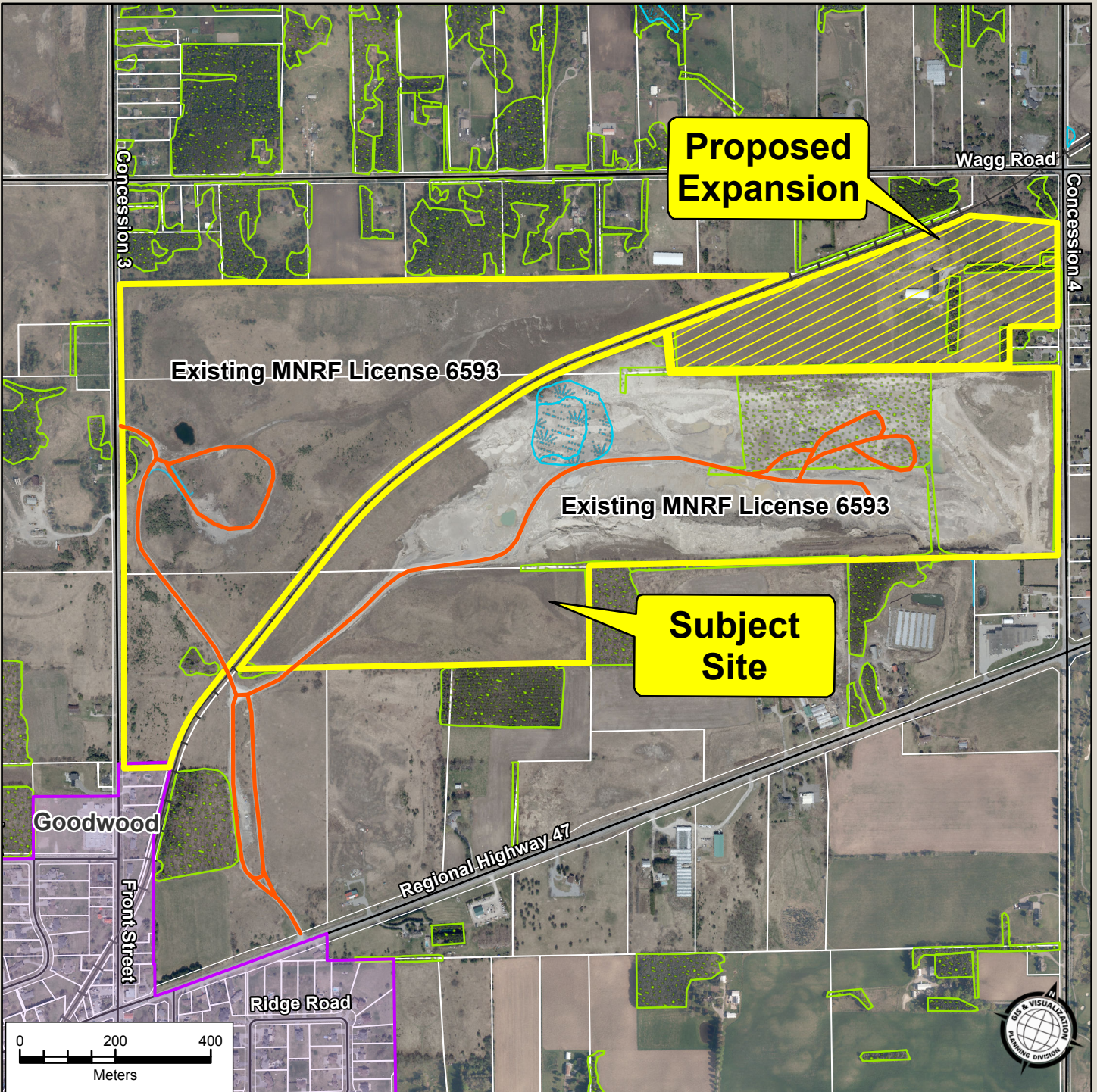
Original signed by

Nancy Taylor for
Elaine C. Baxter-Trahair
Chief Administrative Officer

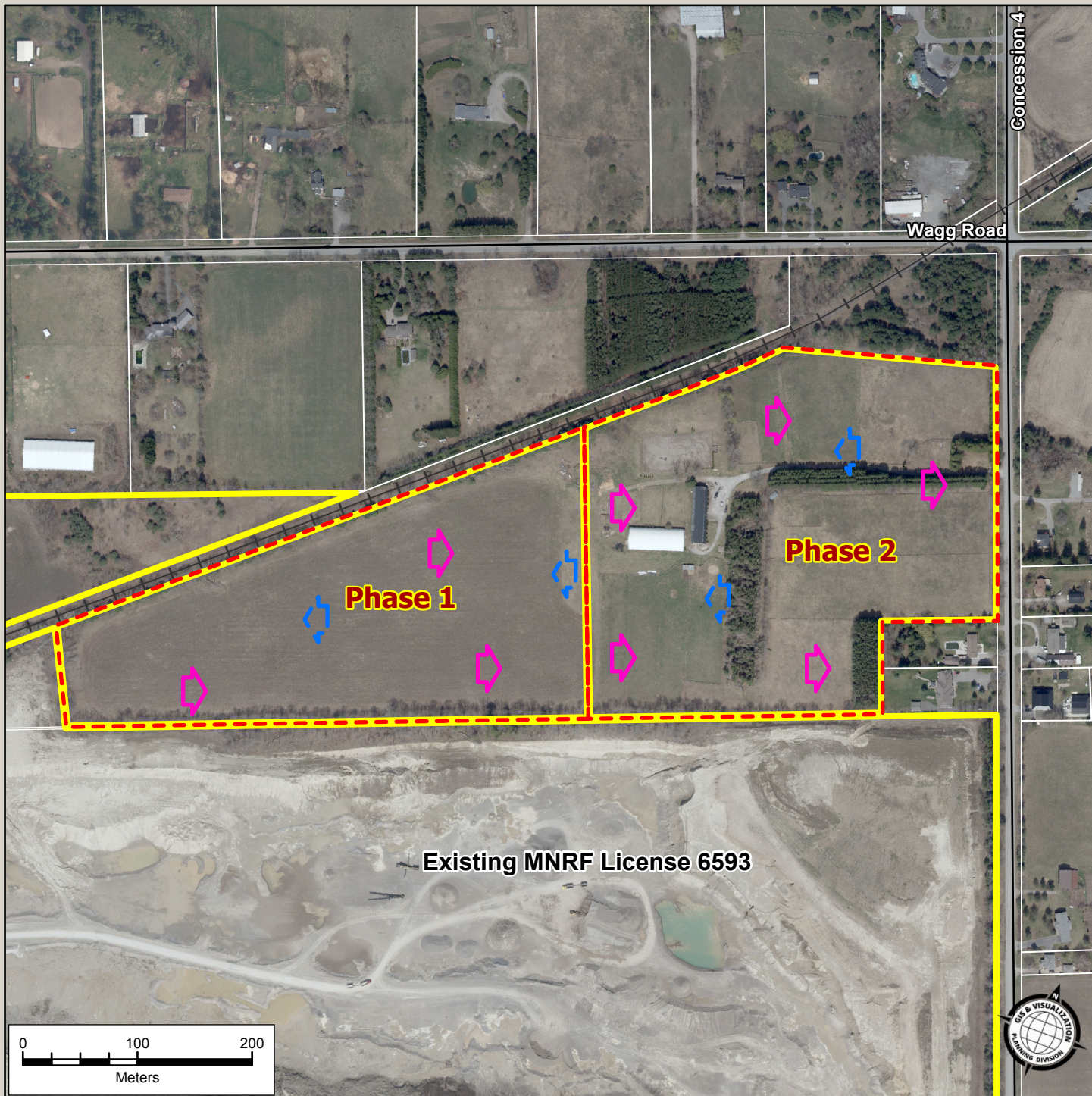
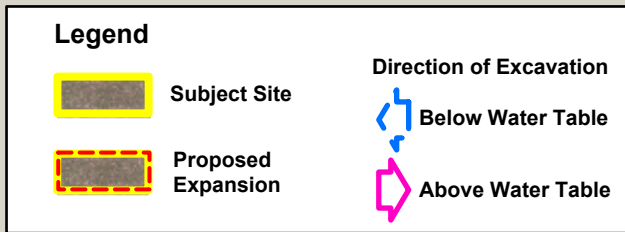
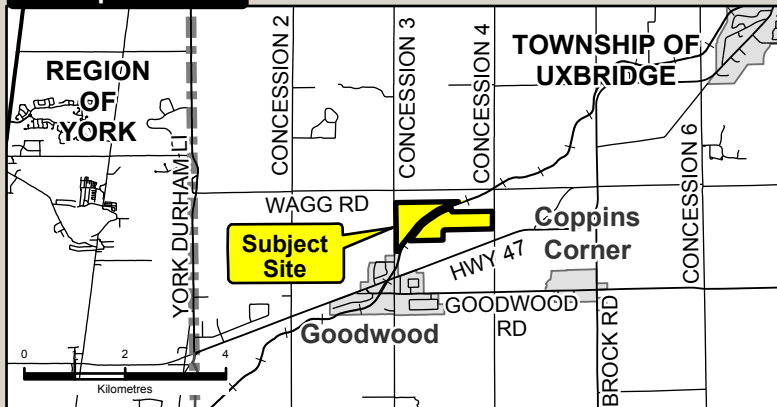
Municipal Context



Attachment #1
Commissioner's Report: 2024-P-11
File: ROPA 2024-001
Municipality: Township of Uxbridge



Municipal Context





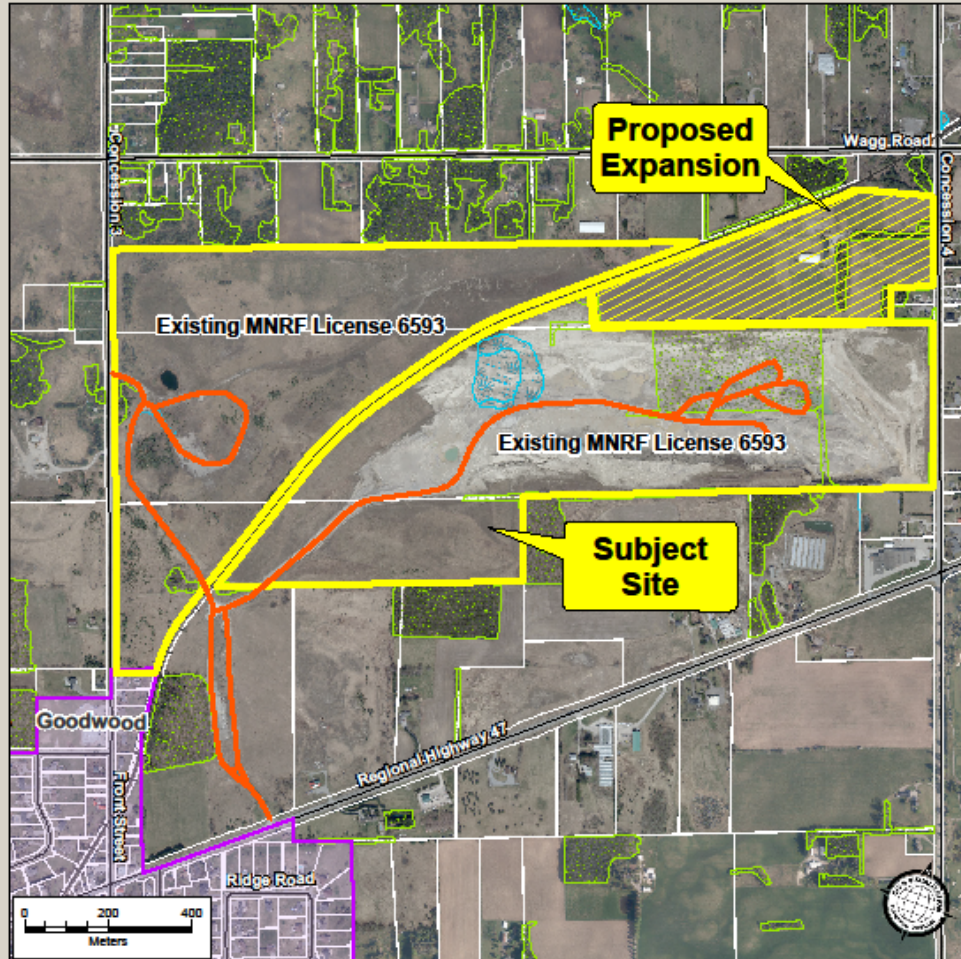
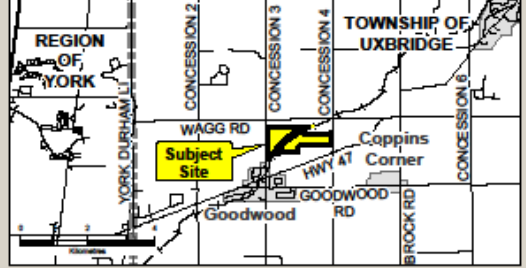
Public Meeting ROPA 2024-001 LaFarge Aggregate Pit Expansion Application

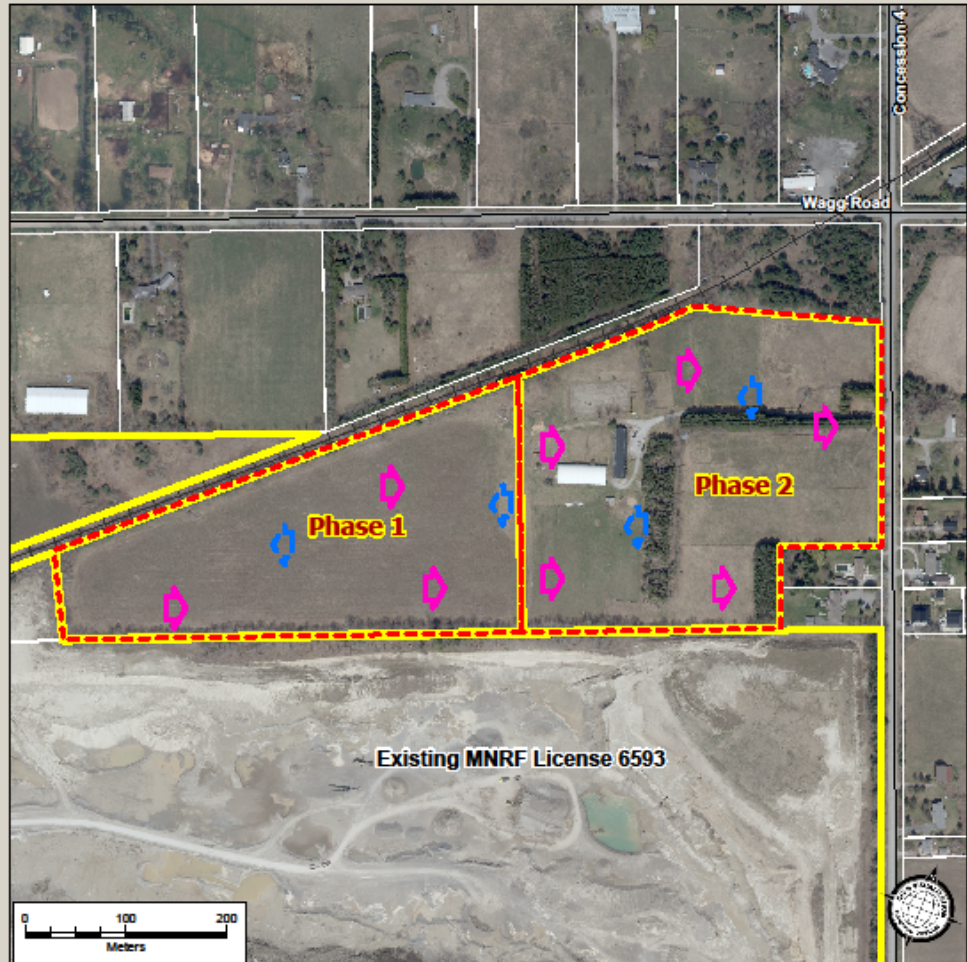
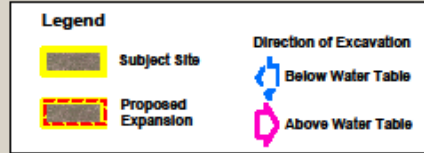
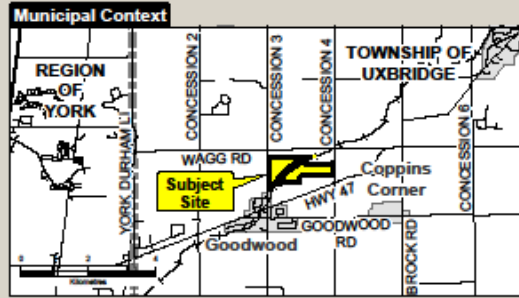
David Perkins, Project Planner

Planning Division

Planning & Economic Development Department

Municipal Context





Ongoing Peer Reviews

The Region has engaged a peer reviewer to analyze the following reports at the applicant's expense:

- “Lafarge Goodwood Pit Extension: Maximum Predicted Water Table Evaluation”, dated June 2023, prepared by WSP Canada Inc.;
- “Water Report Level 2: Lafarge Goodwood Pit Extension”, dated June 2023, prepared by WSP Canada Inc.;
- Noise Impact Study, Goodwood Pit Extension, Township of Uxbridge”, dated April 16, 2023, prepared by Aercoustics Engineering Ltd.; and
- “Air Quality Assessment, Lafarge Goodwood Pit Extension”, dated April 20, 2023, prepared by RWDI Air Inc. Consulting Engineers & Scientists.

In addition, the Lake Simcoe Region Conservation Authority (LSRCA) is peer reviewing the following report:

- “Natural Environment Report, Sunderland South Pit Expansion”, dated July 2021, prepared by Golder Associates Ltd.



Questions?

David Perkins, Project Planner

Planning Division

Planning & Economic Development Department

durham.ca

@RegionofDurham





Waggon Rd

Waggon Rd

Goodwood Rd



Public Meeting Presentation

Proposed Goodwood Pit Extension

June 4th, 2024

Presented By: Caitlin Port, MES, RPP, MCIP

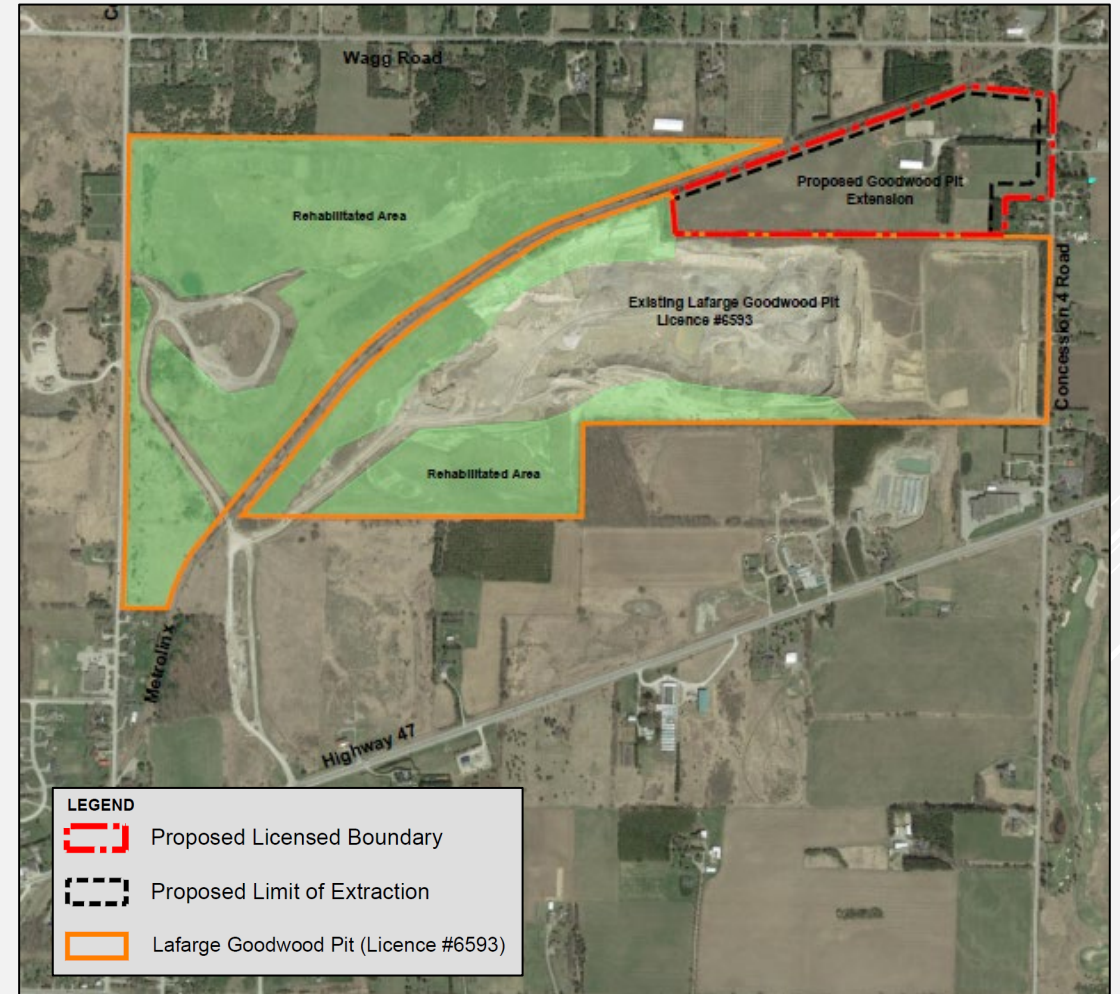
EXISTING LAFARGE GOODWOOD PIT

- ▶ The existing Lafarge Goodwood Pit began operating in the 1960s
- ▶ About half the existing pit has undergone progressive rehabilitation
- ▶ The existing pit is nearing depletion with minimal reserves remaining



PROJECT & PROPERTY OVERVIEW

- ▶ Located about 2km northeast of Goodwood, immediately north of the existing pit
- ▶ The lands proposed for the northern extension are currently in a predominately agricultural condition, but are not considered prime agricultural lands
- ▶ No significant natural heritage features
- ▶ The proposed pit extension is needed to continue to meet the ongoing high-demand for aggregate resources at the Lafarge Stouffville aggregate plant and to supply local infrastructure and construction projects
- ▶ Provincial and Municipal approvals required
 - Regional Official Plan Amendment, Township Official Plan Amendment, Township Zoning By-law Amendment, & Ministry of Natural Resources and Forestry Aggregate Resources Act Licence Application

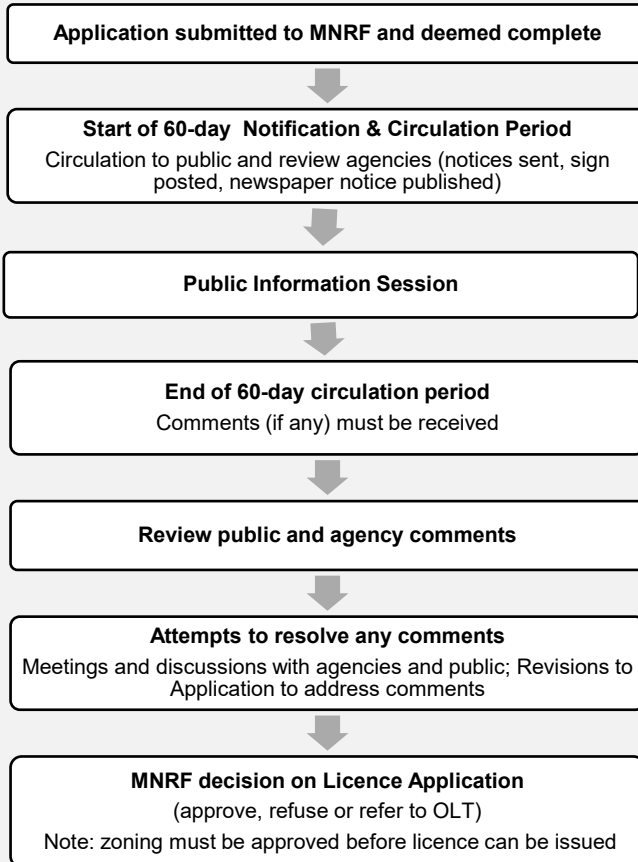


APPLICATION PROCESS

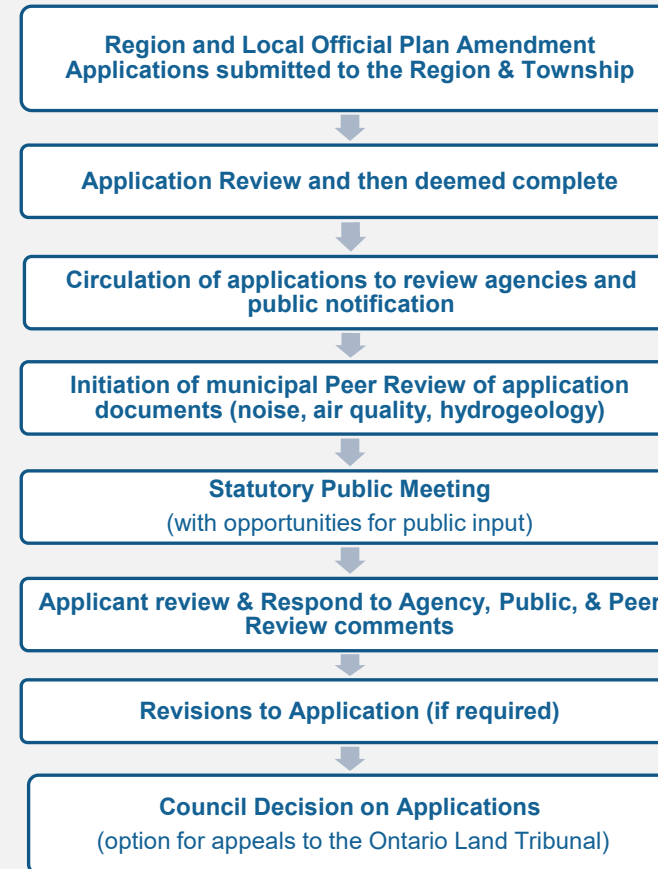
The Region of Durham, the Township of Uxbridge, the Ministry of the Environment, Conservation and Parks, the Ministry of Natural Resources and Forestry, and the Lake Simcoe Region Conservation Authority are reviewing the Applications

We are here

Aggregate Resources Act Licence Application



Planning Act Applications

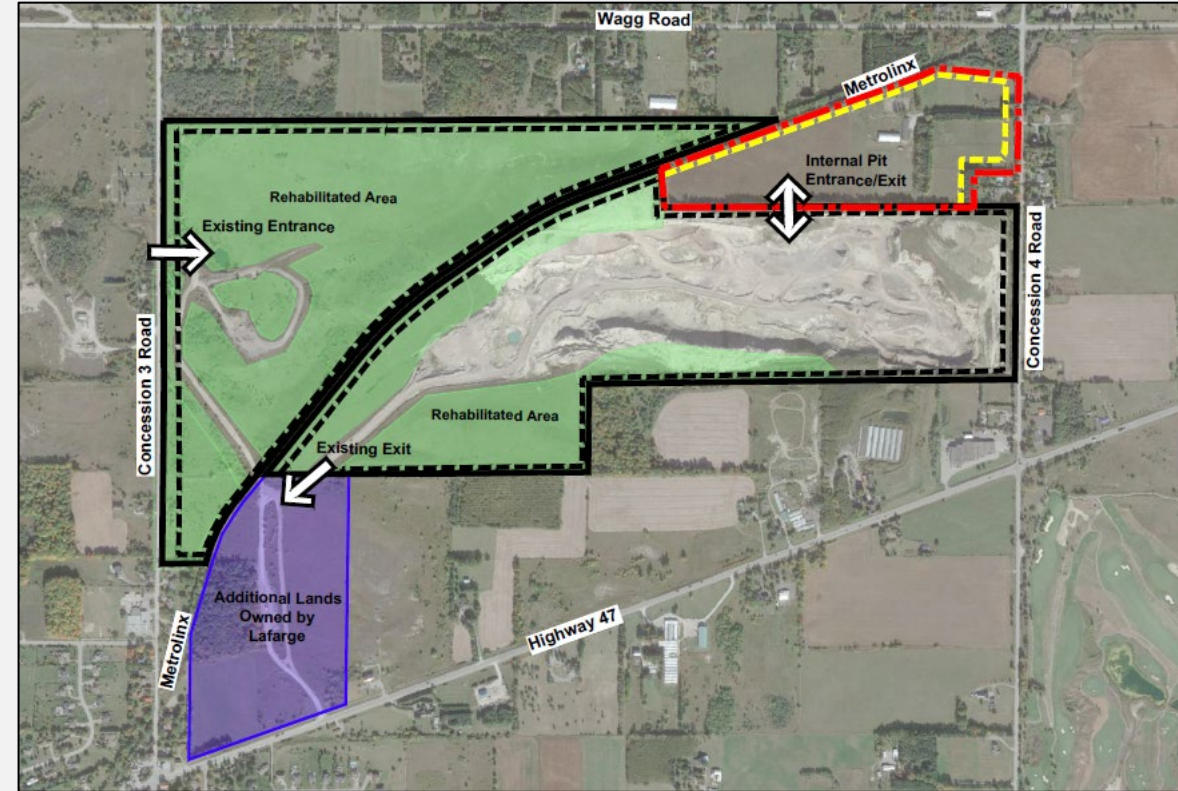


We are here

PIT EXTENSION OPERATIONAL OVERVIEW

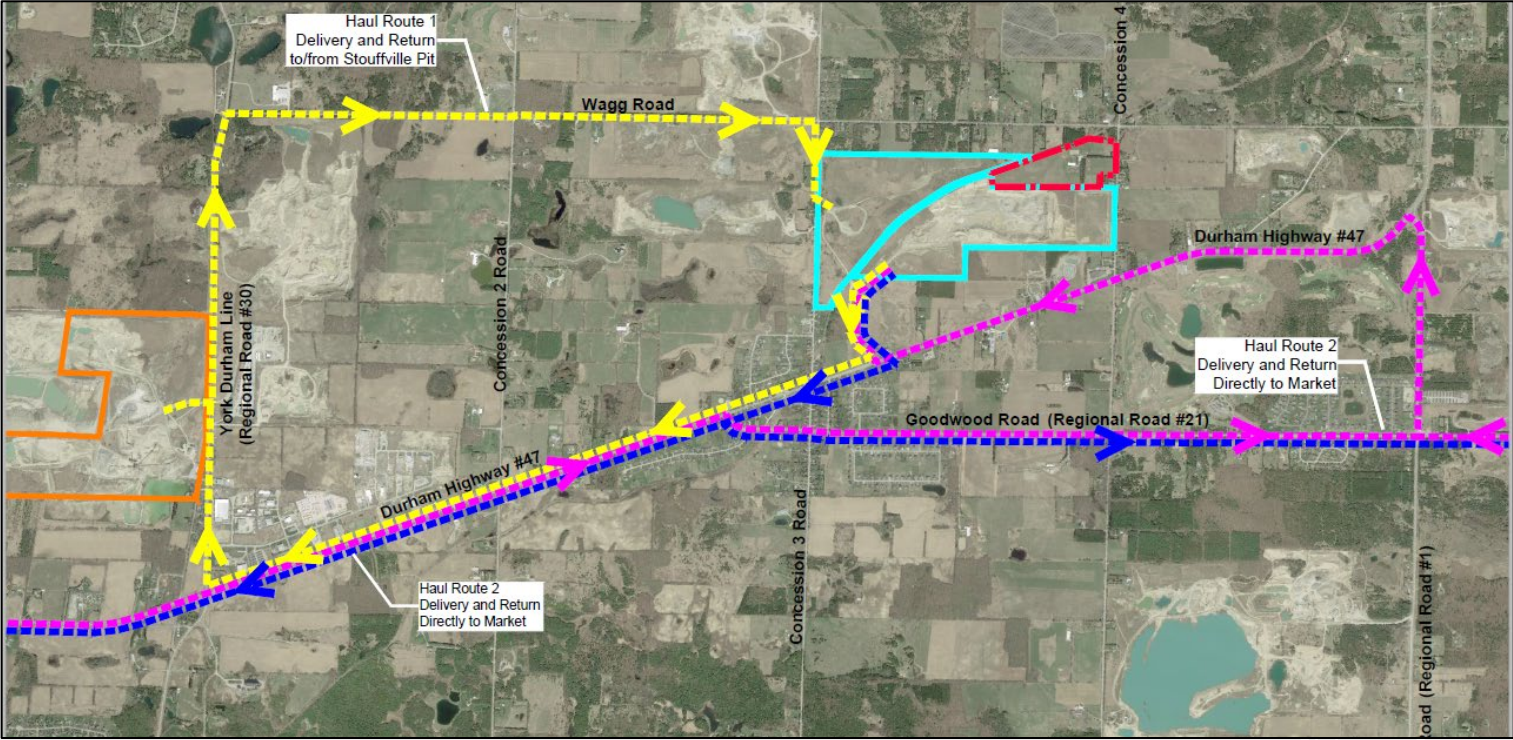
Slide 5

- ▶ 17.9ha Licence Boundary with a limit of extraction of 15.4ha.
- ▶ Extraction above and below the water table
- ▶ Access through the existing pit to the existing haul road
- ▶ No change to: the current annual tonnage; hours of operation, trucking patterns or numbers, or site operations
- ▶ Acoustical/screening berms, acoustic barriers and processing restrictions to mitigate noise
- ▶ Dust Best Management Practices Plan to manage dust
- ▶ Rehabilitation to a water-feature and naturalized area



TRUCKING & TRAFFIC

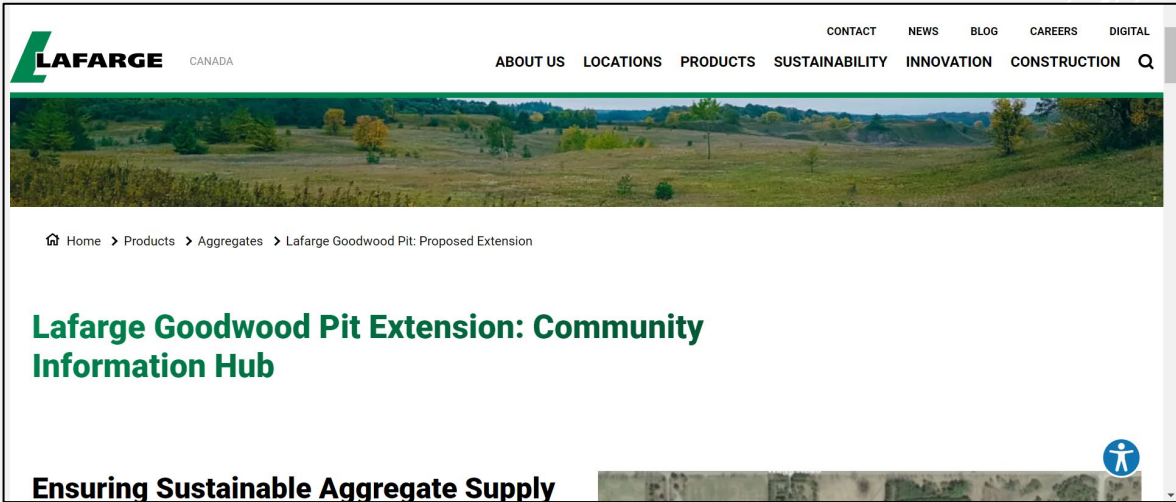
- ▶ No change to truck routes
- ▶ No left turns on Hwy 47
- ▶ Deliveries to/from the Stouffville Pit use a one-way haul route.
- ▶ Deliveries directly to market use Regional Roads only
- ▶ Cost sharing agreement with the Region of Durham to implement new traffic safety and calming measures in the Village of Goodwood.



New road safety improvements in Goodwood include: the installation of speed cameras, pedestrian signals, and pavement markings.

PUBLIC CONSULTATION ACTIVITIES

- ▶ Prior to application being submitted, Lafarge visited with surrounding residents and provided information on the application and offered to meet
- ▶ An in-person Aggregate Resources Act Public Information Session on June 3, 2024
- ▶ Notice sign posted on the property May 2, 2024
- ▶ Newspaper notice of Aggregate Resources Act Application in May 2, 2024 in Uxbridge Cosmos and DurhamRegion.com
- ▶ Letters sent to all landowners within 120m of the pit extension the last week of April 2024
- ▶ All reports and studies are available on the Lafarge Goodwood Pit Extension website:
 - ▶ www.lafarge.ca/en/goodwood-pit-extension
- ▶ Consultation with neighbours is ongoing



INDIGENOUS CONSULTATION

- ▶ Lafarge began consultation with the following Indigenous Communities prior to the submission of the application, including:
 - Kawartha Nishnawbe
 - Huron-Wendat Nation
 - Alderville First Nation
 - Curve Lake First Nation
 - Hiawatha First Nation
 - Mississaugas of Scugog Island First Nation
 - Chippewas of Georgina Island First Nation
 - Rama First Nation

- ▶ Consultation with Indigenous Communities is ongoing

NEXT STEPS

- ▶ Agency and Public comment on the Aggregate Resources Act Application
 - Last day for comments is July 2nd, 2024
- ▶ The Region of Durham has retained Peer Reviewers to review and provide comments on the Application
- ▶ Goodwood Extension Project Team will review and respond to comments received on the Aggregate Resources Act and Official Plan Amendment Application
- ▶ Ongoing public and Indigenous consultation to address concerns and comments
- ▶ Additional Public Meetings for the Township of Uxbridge Official Plan Amendment & Zoning By-Law Amendment Applications

THANK-YOU!

Durham Arts and Culture Collaborative

Arts and Culture Mapping Project Report







Visual Arts
Centre
Clarington

“There is a lot happening. In order to take full advantage, we need to start collaborating and working together. There are great examples in Hamilton and Kitchener-Waterloo.”

- Focus group participant





Leakdale
Loop

Visual
Arts
Centre
Clarington

“We need a central spot to fund artists' work.”

- Municipality/Institution Focus Group Participant





“I find myself having to actively seek [activities] out and do the research; whether it be to view shows and events or to apply to them.

It has always been a small community in my opinion, slightly elitist or an inside club that is almost difficult to enter (and not worth being a part of). I am starting to see the changes implemented by the cities and the region however, and I am looking forward to the future of it.”

- Survey respondent





“So many people are over Toronto...there are phenomenal creative people in Durham Region”

- Interviewee

Recommendations

- Create an open-access and community-populated database to make it easier to find information and opportunities for collaboration
 - *We look forward to working with Regional staff to deliver a CityStudio project*
- Enhance regional capacity and collaboration
 - *The Collaborative has identified quarterly events we can host on a rotating basis around the Region, above and below the ridge, with support from Regional staff*
- Explore regional arts council models to assess what would work best for the Region of Durham
 - *We look forward to working with Regional staff to deliver a CityStudio project*
- Hire a dedicated regional staff person
 - *We understand this is not possible at this time. We do believe a dedicated position should be considered in future budgets of the Region of Durham to fully realize the potential of the arts and culture across Durham.*

Thank you for your support!

Artwork by DACC member artist Dani Crosby



**Ministry of
Municipal Affairs
and Housing**

Municipal Services Office Central Region

Municipal Services Division

777 Bay Street, 16th Floor
Toronto ON M7A 2J3
Tel.: 416 585-6226

**Ministère des
Affaires municipales
et du Logement**

Bureaux des services aux municipalités
région du Centre

Division des services aux municipalités

777, rue Bay, 16^e étage
Toronto (Ontario) M7A 2J3
Tél. : 416 585-6226



May 27, 2024

Elaine Baxter-Trahair
CAO
Durham Region
Elaine.Baxter-Trahair@durham.ca

Dear Elaine Baxter-Trahair:

Subject: Consultation on Potential Amendment of City of Pickering Minister's Zoning Order, Ontario Regulation 102/72

I am writing in response to Mayor Kevin Ashe's correspondence of May 17, 2024 requesting the revocation of Ontario Regulation 102/72. The link to the Environmental Registry of Ontario can be found here: <https://ero.ontario.ca/notice/019-8707>.

This letter is to notify you that the Ministry of Municipal Affairs and Housing is consulting on a proposal to amend a Minister's Zoning Order in the City of Pickering, Region of Durham, filed as Ontario Regulation 102/72. While recognizing that the Mayor's request sought full revocation of the Zoning Order, the Ministry is consulting on a proposal that would amend the zoning order to only remove a portion of the lands that are outside of the Greenbelt Plan Area, which would ensure continued application of the MZO in the Greenbelt Area.

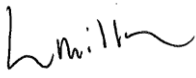
As you are aware, Ontario Regulation 102/72, filed under the *Planning Act*, was made in 1972 to protect lands in the vicinity of a potential future Pickering airport. The Regulation relates to lands in the City of Pickering and generally only permits agricultural uses and uses accessory to the agricultural use.

Notice for public comments to the Environmental Registry of Ontario was posted on May 22, 2024, for a period of 45 days.

For more information, I invite you to provide feedback through the Environmental Registry of Ontario posting or by email to MMAHOfficialPlans@Ontario.ca.

I look forward to receiving your feedback on this proposal.

Sincerely,



Laurie Miller
Director

cc. Regional Clerk, Alexander Harras
Commissioner, Planning & Economic Development, Brian Bridgeman



May 28, 2024

Planning & Economic Development Committee
C/o Clerks
Regional Municipality of Durham
605 Rossland Road East
Whitby, Ontario L1N 6A3

Dear Chair Chapman, and Members of Regional Planning & Economic Development Committee

RE: Request Planning Committee to Consider a Public Process for Durham Region's Response to the May 6, 2024, MMAH Draft Modifications to Durham's New Official Plan

Brian Bridgeman, Commissioner of Planning and Economic Development, received a letter dated May 6th from the Ministry of Municipal Affairs and Housing (MMAH) containing a package of proposed/draft modifications to Durham's Adopted Official Plan, which was adopted by Regional Council on May 17, 2023.

At the May 7th Planning & Economic Development Committee meeting, Mr. Bridgeman indicated that the MMAH correspondence would be made available through the May 10th Council Information Package. He also stated that a report with staff recommendations would be prepared for the May 29, 2024, Regional Council Agenda. Furthermore, he mentioned that he and Colleen Goodchild would be meeting with the Clerk to discuss matters regarding public delegations, registration, and related issues [[video link \(see 54:05\)](#)].

Subsequently, it emerged that on May 15, 2024, an email message (see attached) was sent on behalf of Councillor Bob Chapman, Chair of the Regional Planning & Economic Development Committee, to Regional Chair Henry and Members of the Planning & Economic Development Committee *only*, i.e., the rest of Council was not copied. The email message indicated that Brian Bridgeman and staff would work with MMAH to resolve the proposed modifications and, as such, there would not be a staff report from Regional Planning staff for the May 29th Regional Council meeting as Brian Bridgeman stated Planning staff were prepared to do. A staff report with recommendations to

Council and opportunities for delegations and public input is standard operating procedure for issues of such importance to the Region.

Based on past practice, the process that Councillor Chapman's email contemplates appears to be a highly unusual approach to what should be a public process and with ALL Durham Region Councillors having the opportunity to consider the staff response and recommendations, which would be consistent with Brian Bridgemen's remarks as cited above during the May 7th Planning & Economic Development Committee meeting.

Further, the Envision Durham Official Plan process was designed to be a transparent, public process. Therefore, it is expected that a staff report outlining Durham Region's response to any proposed draft changes by the MMAH be made public. Failure to maintain transparency with the residents of Durham Region is highly problematic and undermines established democratic processes.

While some of the proposed MMAH modifications may be of a "housekeeping" nature, others necessitate that Council receive professional advice from staff to ensure both Council and the public can fully understand and evaluate the options. It is imperative that Council and the public are afforded the opportunity to participate in all processes concerning the Durham Region Official Plan, including those related to the modifications proposed by the MMAH in its May 6th letter.

Given Mayor Ashe's May 17, 2024, letter to Minister Calandra regarding North-East Pickering and the associated ERO Number 019-8707 with a comment deadline of July 6th, it is unlikely Durham's response to MMAH's proposed modifications could be finalized prior to that comment deadline as it relates to policies in the Durham Region Official Plan.

We therefore request that at your June 4th meeting, the Planning & Economic Development Committee pass a motion requesting that Planning staff prepare a report outlining their recommendations for a special council (or other) meeting to be held as soon as possible. This will provide an opportunity for Council to review and decide on Durham's response to the proposed MMAH Draft Modifications and any other related matters.

Without a report formally documenting Durham's response to the 77 items detailed in the MMAH Draft Modification letter, there would be no public record outlining Durham's Planning staff recommendations and Council's final position on these recommendations. This documentation is essential to conclude the Envision Durham process.

We urge Planning Committee to consider the foregoing and pass the requested motion on June 4th.

Thank you for your attention to this matter.

Sincerely,

Helen Brenner, Co-Lead Stop Sprawl Durham
Abdullah Mir, Co-Lead Stop Sprawl Durham

Encl: May 15, 2024, Email Message from Councillor Bob Chapman, Chair
Regional Planning & Economic Development Committee

Cc: Chair Henry, Regional Chair and CEO - Region of Durham
Durham Regional Councillors
Elaine Baxter-Trahair, Durham CAO
Brian Bridgeman, Commissioner Planning & Economic Development
Minister Paul Calandra, Ministry of Municipal Affairs and Housing
Laurie Miller@Ontario.ca

May 15, 2024 at 10:54

The message below is being sent on behalf of Councillor Bob Chapman, Chair, Regional Planning & Economic Development Committee:

Good morning Regional Chair Henry and Members of Planning & Economic Development Committee:

On May 6, 2024, the Region's Commissioner of Planning and Economic Development received a letter from his counterpart at the Ministry of Municipal Affairs and Housing which contains a package of proposed/draft modifications to Durham's new Official Plan which was adopted by Regional Council on May 17, 2023.

At the May 7th Planning & Economic Development Committee meeting, Mr. Bridgeman indicated the MMAH correspondence would be made available through the May 10th Council Information Package (which it was), and that a report would come direct to the 29th Council meeting.

Brian and his staff have now been able to review the MMAH Draft Decision more closely and are of the view that they can work with MMAH to resolve the proposed modifications, staff-to-staff. There have already been productive discussions with MMAH staff and Regional planning staff are working to obtain approval of the ROP in a form that most closely reflects the document that was adopted by Regional Council on May 17, 2023.

Under the circumstances, given the ongoing discussions with MMAH staff, and given that the Council position is established, there will not be a staff report from Regional planning staff to the May 29th Council meeting.

Regards,

Bob Chapman, Chair
Regional Planning & Economic Development Committee

Via email to Clerks@Durham.ca

May 29, 2024.

Planning & Economic Development Committee
C/o Clerks Dept.
Regional Municipality of Durham
605 Rossland Road East
Whitby, Ontario L1N 6A3

Re: Durham's Response to Ministry Municipal Affairs & Housing (MMAH) May 6th letter with draft decision & proposed modifications to Durham Region Official Plan (DROP) – Requires Staff Report, Public Process & Council Decision

Dear Regional Chair Henry, Planning Committee Chair Chapman and PC members:

Anyone listening to the Planning Committee (PC) meeting on May 7th would have heard Planning Commissioner Brian Bridgeman's statements that he would bring a staff report with recommendations to Council and sort out the logistics with Clerks around the public process to hear delegations around Durham's response to the MMAH May 6th letter, which he said would be, and then was, posted to the May 10th Council Information Package. This used to be standard operating procedure at the Region especially for issues of this importance to Durham residents and Council.

In my 27 years of closely observing Durham Region including around planning matters and the previous DROP process, I have not witnessed such a blatant move to sideline both the public and Regional Council.

As you know, between May 16th and May 21st I asked a number of questions as the May 7th PC minutes did not capture Mr. Bridgeman's statements. I asked for clarification as to whether or not there would be a staff report and opportunities for public input culminating in a council decision (see email string attached).

It emerged that a May 15th email on behalf of Planning Chair Chapman was sent to Planning Committee members but not to the rest of Council, with Council informed by Durham Clerks on May 21st.

For anyone to attempting to assert that Durham Council's position was made clear on May 17, 2023 when that council approved DROP was submitted to MMAH, and that nothing more was needed from Council to respond to MMAH proposed modifications and that this could be resolved offline via "staff to staff" discussions, displays a failure to understand that a Durham response to MMAH will require some changes to what Council approved last year.

Durham's response to the proposed modifications requires a staff report with recommendations to Council that would be brought forward in a manner and at a time which allows stakeholder input and culminates in a council decision. There IS time to do this right.

Posting reports to the Council Information Package, which then requires the public to find councillors willing to "pull" them, with the hope they get added to the next PC meeting agenda, which after June 4th, would be in September, is not an acceptable or workable option. As one example of the uncertainty, I won't know until May 31st when the PC agenda would be released to the public, whether or not a councillor "pulled" the MMAH letter as I had requested in my email of May 16th.

Also, Durham's response has been complicated by Pickering Mayor Ashe's May 17th letter to Minister Calandra asking him to revoke the MZO (O.reg 102/72). One silver lining is that because of the related ERO 019-8707 with a comment deadline of July 6th, I am optimistic that MMAH would likely be flexible regarding their original request for a Durham reply to proposed modifications by June 5th. This will allow enough time for a staff report, public input and a Council decision in good time, IF Planning Committee acts on June 4th as requested.

I would hope that Regional Chair Henry, who is elected by Durham residents directly, would be doing all he can to restore and support a public process which includes a staff report, opportunities for public input and culminates in a collective Council decision.

I urge Chair Henry to restore order and bring forward/support a motion to require a public process as envisaged on May 7th and allow for a transparent process around Durham's response to the MMAH draft DROP decision.

Thank you for your attention and consideration of my request.

Yours truly,

Linda Gasser
Whitby
Email: [REDACTED]

Cc: Elaine Baxter-Trahair, Chief Administrative Officer
Brian Bridgeman, Commissioner of Planning & Economic Development
Laurie Miller, Regional Director, Municipal Services Official - Central

Encl. – Email string May 16-21st, 2024 re response to MMAH

----- Forwarded Message -----

Subject:RE: Request: further to clarification re process, regional response to May 6th MMAH draft decision re DROP

Date: Tue, 21 May 2024 19:12:56 +0000

From:Alexander Harras <Alexander.Harras@durham.ca>

To:Linda Gasser [REDACTED]

CC:Brian Bridgeman <Brian.Bridgeman@Durham.ca>, Cheryl Bandel <Cheryl.Bandel@Durham.ca>, Leigh Fleury <Leigh.Fleury@Durham.ca>

Good afternoon Ms. Gasser, in response to your requests please find attached a copy of the May 15th e-mail from Committee Chair Chapman to members of the Planning & Economic Development Committee. Additionally, a copy of this e-mail was distributed to all members of Regional Council today by Legislative Services.

All the best,

Alec



Alexander Harras | Director of Legislative Services & Regional Clerk
Corporate Services | Legislative Services

The Regional Municipality of Durham | **Celebrating 50 years!**

E: alexander.harras@durham.ca

T: 905-668-4113 ext. 2100

M: 289-927-4806

Pronouns: he/his/him | durham.ca



Below the attachment to Clerks' May 21 message i.e. the May 15th email from PC Chair Bob Chapman

----- Forwarded Message -----

Subject:MMAH Draft Decision on ROP

Date:Wed, 15 May 2024 14:54:40 +0000

From:Debbie Brideau <Debbie.Brideau@Durham.ca>

To:John Henry <John.Henry@durham.ca>, Bob Chapman <bchapman@oshawa.ca>, Shaun Collier <shaun.collier@ajax.ca>, Rick Kerr <rkerr@oshawa.ca>, John Neal <jneal@oshawa.ca>, David Pickles <dpickles@pickering.ca>, shahidm@whitby.ca <shahidm@whitby.ca>, Wilma Wotten <wwotten@scugog.ca>

CC:Elaine Baxter-Trahair <Elaine.Baxter-Trahair@durham.ca>, Brian Bridgeman <Brian.Bridgeman@Durham.ca>, Nancy Taylor <Nancy.Taylor@durham.ca>, Ramesh Jagannathan <Ramesh.Jagannathan@Durham.ca>, Colleen Goodchild <Colleen.Goodchild@Durham.ca>, Alexander Harras <Alexander.Harras@durham.ca>, Patricia Nokes <Patricia.Nokes@durham.ca>, Nancy Kalotai <Nancy.Kalotai@Durham.ca>, Tina Lee <Tina.Lee@Durham.ca>, Veronica Walker <Veronica.Walker@durham.ca>, Jonah Kelly <Jonah.Kelly@Durham.ca>

The message below is being sent on behalf of Councillor Bob Chapman, Chair, Regional Planning & Economic Development Committee:

Good morning Regional Chair Henry and Members of Planning & Economic Development Committee:

On May 6, 2024, the Region's Commissioner of Planning and Economic Development received a letter from his counterpart at the Ministry of Municipal Affairs and Housing

which contains a package of proposed/draft modifications to Durham's new Official Plan which was adopted by Regional Council on May 17, 2023.

At the May 7th Planning & Economic Development Committee meeting, Mr. Bridgeman indicated the MMAH correspondence would be made available through the May 10th Council Information Package (which it was), and that a report would come direct to the 29th Council meeting.

Brian and his staff have now been able to review the MMAH Draft Decision more closely and are of the view that they can work with MMAH to resolve the proposed modifications, staff-to-staff. There have already been productive discussions with MMAH staff and Regional planning staff are working to obtain approval of the ROP in a form that most closely reflects the document that was adopted by Regional Council on May 17, 2023.

Under the circumstances, given the ongoing discussions with MMAH staff, and given that the Council position is established, there will not be a staff report from Regional planning staff to the May 29th Council meeting.

Regards,

Bob Chapman, Chair

Regional Planning & Economic Development Committee



Debbie Brideau | Administrative Assistant to the Commissioner

Planning and Economic Development Department

The Regional Municipality of Durham | **Celebrating 50 years!**

Debbie.Brideau@durham.ca | 905-668-4113 extension 2539 | durham.ca

My pronouns are she/her | durham.ca/50years



From: Linda Gasser [REDACTED]

Sent: Tuesday, May 21, 2024 8:55 AM

To: Alexander Harras <Alexander.Harras@durham.ca>

Cc: Brian Bridgeman <Brian.Bridgeman@Durham.ca>

Subject: Request: further to clarification re process, regional response to May 6th MMAH draft decision re DROP

Importance: High

Good morning:

I phoned Mr. Bridgeman Friday afternoon after he responded to my email of May 16th. I had noted that though I had copied all regional councillors with my clarification request, Mr. Bridgeman had not in his reply- see message header below.

I asked Mr. Bridgeman IF all regional councillors were aware of this change in proposed process i.e. different from what Mr. Bridgeman had described was staff's plan at the May 7th Planning Cttee meeting and asked what had been communicated to other councillors.

In response to questions, Mr. Bridgeman mentioned that on (or around) May 15th, Ms. Debbie Brideau, on behalf of Planning Cttee Chair Chapman??, sent a memo to Planning Committee members with some staff copied, including you.

When I asked Mr. Bridgeman for a copy of that memo he suggested that I request it from you and that I copy him when making that request, which I have done here.

My request to you:

1) could you please provide a copy of the memo Ms. Brideau sent to Planning Cttee members on/around May 15th, on behalf of Planning Cttee Chair Chapman?

2) could you please advise IF and HOW the rest of council were/would be advised as to how Durham intended to proceed with the response to the May 6th MMAH letter and proposed modifications to the Durham Region Official Plan?

Thank you in advance and I would appreciate your response at the earliest opportunity.

Regards.

Linda Gasser
Whitby

----- Forwarded Message -----

Subject:RE: Request Clarification re process, regional response to May 6th MMAH draft decision re Durham Region Official Plan

Date: Fri, 17 May 2024 16:17:12 +0000

From: Brian Bridgeman <Brian.Bridgeman@Durham.ca>

To: Linda Gasser [REDACTED]

CC: John Henry <John.Henry@durham.ca>, Bob Chapman <bchapman@oshawa.ca>, Elaine Baxter-Trahair <Elaine.Baxter-Trahair@durham.ca>, Nancy Taylor <Nancy.Taylor@durham.ca>, Alexander Harras <Alexander.Harras@durham.ca>, Cheryl Bandel <Cheryl.Bandel@Durham.ca>, Colleen Goodchild <Colleen.Goodchild@Durham.ca>

Dear Ms. Gasser,

I am writing to respond to the questions you asked in your May 16th email.

1. **Will a staff report responding to the May 6th MMAH letter be produced for the May 29th Council meeting agenda?**

At the May 7th Planning & Economic Development Committee meeting, I indicated the MMAH correspondence would be made available through the May 10th Council Information Package (which it was), and that a report would come direct to the May 29th Council meeting. Regional Planning staff have now reviewed the MMAH Draft Decision in detail and determined we will work staff-to-staff with MMAH to resolve the proposed modifications and achieve consistency with the direction provided by Regional Council at the Special Meeting on May 17, 2023. Consequently, there will not be a report from me regarding this matter on the May 29th Council agenda.

2. **If no staff report is going to the May 29th Council meeting, what process has been/will be considered to make available to the public an opportunity to comment on any regional response to the MMAH draft decision and by what date/how would such material be available for the public to review and respond to prior to June 5th?**

Regional Planning staff are working directly with MMAH staff to address the proposed modifications. Should members of the public wish to provide comments to the Ministry on the proposed modifications, they may do so by contacting the Ministry directly.

3. **The next Planning Committee is June 4th, one day before the MMAH requested comment deadline of June 5th.**

Noted. If the correspondence from the Ministry is pulled for discussion at the June 4th P&ED Committee meeting, Regional Planning staff will respond to Member's questions as required.



Brian Bridgeman, MCIP, RPP, PLE | Commissioner of Planning and Economic Development
Planning and Economic Development Department
The Regional Municipality of Durham | **Celebrating 50 years!**
Brian.Bridgeman@durham.ca | 905-668-4113 extension 2535 |
C: 905-447-9983 | durham.ca
My pronouns are he/him | durham.ca/50years



From: Linda Gasser [REDACTED]

Sent: Thursday, May 16, 2024 1:38 PM

To: Alexander Harras <Alexander.Harras@durham.ca>; Brian Bridgeman <Brian.Bridgeman@Durham.ca>; Bob Chapman <bchapman@oshawa.ca>; John Henry <John.Henry@durham.ca>; Clerks <Clerks@durham.ca>

Cc: Kevin Ashe <kashe@pickering.ca>; David Pickles <dpickles@pickering.ca>; Linda, Cook, Councillor <lcook@pickering.ca>; Brenner, Maurice, Councillor <mbrenner@pickering.ca>; Shaun Collier <shaun.collier@ajax.ca>; Joanne Dies <joanne.dies@ajax.ca>; Marilyn Crawford <marilyn.crawford@ajax.ca>; Sterling Lee <sterling.lee@ajax.ca>; Elizabeth Roy <roye@whitby.ca>; Chris Leahy <leahyc@whitby.ca>; Steve Yamada <yamadas@whitby.ca>; Rhonda Mulcahy <mulcahyr@whitby.ca>; shahidm@whitby.ca; Dan Carter <dcarter@oshawa.ca>; Tito-Dante Marimpietri <tmarimpietri@oshawa.ca>; John Neal <jneal@oshawa.ca>; Brian Nicholson <bnicholson@oshawa.ca>; Rick Kerr <rkerr@oshawa.ca>; Mayor Shared Mailbox <mayor@clarington.net>; Granville Anderson <ganderson@clarington.net>; Willie Woo <wwoo@clarington.net>; Wilma Wotten <wwotten@scugog.ca>; Ian McDougall <imcdougall@scugog.ca>; Dave Barton (Mayor of Uxbridge) <dbarton@town.uxbridge.on.ca>; Bruce Garrod <bgarrod@uxbridge.ca>; wshummer@townshipofbrock.ca; Michael Jubb <michael.jubb@brock.ca>; Elaine Baxter-Trahair <Elaine.Baxter-Trahair@durham.ca>

Subject: Request Clarification re process, regional response to May 6th MMAH draft decision re Durham Region Official Plan

Importance: High

Good afternoon:

I reviewed the May 6th MMAH letter posted to the May 10th CIP, i.e. the "draft decision" with 77 modifications to the May 2023 Council Approved Envision Durham Regional Official Plan. MMAH requested a response by June 5th.

See May 6th MMAH letter in CIP at: <https://pub-durhamregion.escribemeetings.com/filestream.ashx?DocumentId=4162>

I also listened to the May 7th Planning Cttee recording, with the Other Business section and Commissioner Bridgeman's comments further to the May 6th letter. Commissioner Bridgeman indicated that planning staff intend to bring a staff report with their recommendations to the May 29th Regional Council meeting, with the report ready for the council agenda.

Mr. Bridgeman also stated that he and Colleen Goodchild would be meeting the the Clerk to discuss matters re public delegations, registration and such.

Please see the May 7 Planning Cttee video, with the Other Business & MMAH letter discussion beginning around the 54 minute mark, at: <https://pub-durhamregion.escribemeetings.com/Players/ISISStandAlonePlayer.aspx?id=cbf23013-7e86-4b49-854d-c3e68d74316f>

I also reviewed the minutes for the May 7th Planning Cttee meeting and noted that Section 11, which references some of the "Other Business" discussion around the MMAH letter and process. The minutes did NOT capture the staff report Mr. Bridgeman said would be ready for the May 29th Regional Council meeting agenda.

See Page 5 of 6 in May 7 Planning Cttee minutes <https://calendar.durham.ca/meetings/Detail/2024-05-07-0930-Planning-and-Economic-Development-Committee-Meetin/e02be8d2-caa3-4af6-87d9-b16b01366bb5>

My questions and requests:

1) Could the Clerk and/or the Planning Commissioner and/or the Planning Committee Chair and/or the Regional Chair please clarify at the earliest opportunity **whether or not a staff report responding to the May 6th MMAH letter will in fact be produced for the May 29th Council meeting agenda?**

2) If no staff report would go to Council May 29th as Commissioner Bridgeman on May 7th said would be the case, what process has been/will be considered to make available to the public an opportunity to comment on any regional response to the MMAH draft decision and by what date/how would such material be available for the public to review and respond to prior to June 5th?

3) The next Planning Committee is June 4th, one day before the MMAH requested comment deadline of June 5th.

Given the uncertainty around how Durham may proceed, **I ask that one or more councillors please "pull" the MMAH letter from the May 10th CIP and ask that it be included on the June 4th Planning Cttee agenda, as a fallback.**

I would appreciate your reply at the earliest opportunity.

Thank you in advance and kind regards.

Linda Gasser
Whitby



Interoffice Memorandum

Date: May 31, 2024

To: Regional Chair Henry and Members of Regional Council

From: Brian Bridgeman, Commissioner of Planning and Economic Development

Subject: Preliminary Regional Response to MMAH's Proposed Modifications to the Durham Regional Official Plan

The Regional Municipality of Durham

Planning and Economic Development Department

Planning Division

605 Rossland Road East
Level 4
PO Box 623
Whitby, ON L1N 6A3
Canada

905-668-7711
1-800-372-1102

Email: planning@durham.ca

durham.ca

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

On May 6, 2024, I received a letter from my counterpart at the Ministry of Municipal Affairs and Housing containing a package of proposed/draft modifications to Envision Durham, the new Regional Official Plan, which was adopted by Regional Council on May 17, 2023. The [Draft Decision letter](#) was provided in the May 10, 2024 Council Information Package.

Following staff's review of the Draft Decision, I sent the attached letter as our first round of comments to Ministry staff. Regional staff continue to work through the modifications and intend to send a final follow-up response in the coming weeks.

Regards,

Original signed by

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

Encl.

If this information is required in an accessible format, please contact Planning Reception at 1-800-372-1102, ext. 2548.



Sent Via [Email](#)

May 15, 2024

**The Regional Municipality
of Durham**

**Planning and Economic
Development Department**

Planning Division

605 Rossland Road East
Level 4
PO Box 623
Whitby, ON L1N 6A3
Canada

905-668-7711
1-800-372-1102
Email: planning@durham.ca
durham.ca

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

Laurie Miller
Regional Director
Municipal Services Office – Central Ontario
Ministry of Municipal Affairs and Housing
777 Bay Street, 16th Floor
Toronto, ON M5G 2E5

Dear Laurie Miller:

**RE: Preliminary Regional Response to MMAH's Proposed
Modifications to the Durham Regional Official Plan**

On May 6, 2024, Regional staff received the Minister of Municipal Affairs and Housing's Draft Decision on the Council-adopted new Regional Official Plan (ROP). Regional staff appreciate the productive meetings that have already taken place with Provincial staff on May 8th and 13th. Please accept this letter as the Region's first round of comments on this Draft Decision (see Attachment #1).

The Draft Decision on the new ROP contains 77 proposed modifications that we have categorized as follows:

- General concurrence, wherein the Region has no comments and/or concerns – 57 mods (74%), including Mods. 1-5, 7-19, 22, 24, 26-42, 48, 50-51, 53-56, 59, 64-67, 69-73, 75-77.
 - Of these 57 proposed modifications, 15 were friendly modification requests from the Region based on Official Plan Amendments and Ontario Land Tribunal decisions that have been approved since the new ROP was adopted by Regional Council on May 17, 2023. These Regional requests include Mods. 12-13, 17, 19, 22, 29, 51, 53-54, 56, 59, 64-67.
- Partial acceptance with revisions, wherein the Region requests modest changes to the proposed modifications for Provincial staff's consideration – 10 mods (13%), including Mods. 6, 20-21, 43, 45-47, 49, 57, 74.

If this information is required in an accessible format, please contact Planning Division at 1-800-372-1102, ext. 2548.

- Under review, wherein Regional planning staff are awaiting additional information and/or the proposed modification requires additional analysis – 10 mods (13%), including Mods. 23, 25, 44 (in part), 52, 58, 60-63, 68.

In addition to the above 77 proposed modifications, the Region requests the following additional modifications (see Attachment #2):

- New Regional modification requests, which includes 11 new modifications based on Official Plan Amendments, Ontario Land Tribunal decisions and new Provincial infrastructure information that have been approved/finalized since the adoption of the Regional Official Plan, with most occurring within the last several weeks – identified as Mods. I-XI.
 - It is imperative to incorporate these new modification requests at the time of Ministerial approval to ensure the new ROP is as complete and up-to-date as possible. To receive approval of the new ROP, only to have it go through the administrative exercise of a formal Consolidation would be unnecessarily burdensome and potentially moves completion of an updated ROP to several months **after** receiving a Final Decision from the Minister on the approval of the new ROP. Not having an up-to-date Consolidation would create challenges should we need to prepare to transition the ROP to our area municipalities as a result of Bills 23 and 185.
- Previously submitted Regional modification requests, which includes 5 friendly modification requests previously shared with Provincial staff. These proposed modifications are being re-submitted for consideration and/or await a response from Provincial staff – identified as Mods. XII-XVI.

Regional planning staff will continue to liaise directly with your staff in order to resolve the outstanding proposed modifications as quickly as possible. To assist with this process, Regional staff again respectfully request all public, agency and stakeholder comments submitted on the new Durham Regional OP to date.

We look forward to continuing to work with you and your staff to enable the Minister's timely approval of Durham's new Regional Official Plan. I will provide further comment letters on behalf of Durham Region as the outstanding proposed modifications are resolved.

Regards,

Brian Bridgeman

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

Attachment #1: Proposed Modifications and Regional Responses Table
Attachment #2: Additional Regional Modification Requests Table – New
and/or For Reconsideration

cc: John Henry, Durham Regional Chair and CEO
Bob Chapman, Chair, Planning & Economic Development Committee
Elaine Baxter-Trahair, Chief Administrative Officer, Region of Durham
Colleen Goodchild, Director of Planning, Region of Durham

Draft Decision on the Durham Regional Official Plan
Proposed Modifications from MMAH and Regional Responses

Note: Additions in **bold** and deletions in ~~bold strikethrough~~:

Mod. No.	Modification	Regional Comments
1.	<p>Policy 3.3.24 d) is modified so that it reads:</p> <p>“d) they do not disrupt the agricultural community and impacts on the surrounding agricultural operations and lands are mitigated to the extent feasible.”</p>	No comments/concerns.
2.	<p>Policy 3.3.31 is modified so that it reads:</p> <p>“Consider new cemeteries subject to the following criteria:</p> <p>a) for Prime Agricultural Areas, there are no reasonable alternative locations which avoid Prime Agricultural Areas and the cemetery is located on lower priority lands in areas of lesser agricultural significance;</p> <p>b) there are no adverse impacts on the natural environment, hydrological features and surrounding land uses;</p> <p>c) impacts from the cemetery on surrounding agricultural operations and lands are mitigated to the extent feasible;</p> <p>de) if locating adjacent to an operating landfill, the cemetery is sited in accordance with the Land Use Compatibility Guidelines, and any other guidelines and/or requirements issued by the province; and</p> <p>ed) the cemetery is no larger than 40 hectares within the Prime Agricultural Area; and</p> <p>f) Within the Greenbelt Area, cemeteries are not permitted within the Prime Agricultural Areas.”</p>	<p>No concerns.</p> <p>Minor refinements resulting from the proposed modification are identified in red.</p>

Mod. No.	Modification	Regional Comments
3.	<p>Parts d), e), and f) of policy 3.3.39 are modified so that they read:</p> <p>“d) guide development, redevelopment, and intensification while protecting and preserving built heritage resourcesbuildings, and cultural heritage landscapesfeatures and functions;</p> <p>e) support the restoration and where appropriate, the adaptive reuse of built heritage resourcesbuildings;</p> <p>f) provide an appropriate interface or transition between new developments and protected heritage propertiesbuildings or heritage conservation districts;”</p>	No comments/concerns.
4.	<p>Policy 3.3.41 a) is modified so that it reads:</p> <p>“adopt policies to protect and enhance cultural heritage resources in their official plans, including the use of heritage impact assessments where development is proposed adjacent to properties designated under the Ontario Heritage Act, heritage conservation districts and provincial heritage properties.”</p>	No comments/concerns.
5.	<p>Policy 3.3.46 is modified so that it reads:</p> <p>“Encourage area municipalities to preserveconserve and protect significant natural and cultural landscapes through the development process, including the Lake Ontario waterfront, the Lake Ontario Waterfront Trail, Lake Scugog, Lake Simcoe and the Rouge National Urban Park views and vistas.”</p>	No comments/concerns.

Mod. No.	Modification	Regional Comments
6.	<p>Policy 3.3.50 is modified so that it reads:</p> <p>“Ensure that, where archaeological resources are found to be of Indigenous, First Nation or Metis origin affiliation, the proponent and/or their archaeological consultant are required to:</p> <p>a) where the finding takes place through a Stage 2 archaeological assessment, provide a copy of the findings to the closest relevant Indigenous, First Nation or Metis affiliation community prior to development proceeding the subsequent stage of archaeological assessment; and</p> <p>b) during the through a Stage 3 archaeological assessment, engage notify the relevant closest Indigenous community affiliation in the formulation of mitigation strategies advance of onsite assessment work.”</p>	<p>Notwithstanding receiving support for the policy as included in the adopted ROP from the Mississaugas of Scugog Island First Nation, Regional staff generally accept the revisions to Policy 3.3.50. However, the proposed provincial modifications do not reflect Policy 3.3.50 within the adopted ROP, as amended.</p> <p>Please find the adopted Policy 3.3.50 below, with suggested revisions based on an interpretation of the proposed Mod 6, for consideration:</p> <p>“3.3.50 Ensure that, where archaeological resources are found to be of Indigenous, affiliation First Nation or Metis origin, the proponent and/or their archaeological consultant are required to:</p> <p>a) where the finding takes place through a Stage 2 archaeological assessment, provide a copy of the findings and receive a response from the Indigenous community First Nation or Metis identified as having cultural and/or local heritage within the area prior to development proceeding the subsequent stage of archaeological assessment; and</p> <p>b) during the through a Stage 3 archaeological assessment, engage notify and receive a response from the relevant Indigenous community First Nation or Metis identified as having cultural and/or local heritage within the area in the formulation of mitigation strategies advance of onsite assessment work.”</p>
7.	<p>Add a new policy 3.3.52 that reads:</p> <p>“Encourage area municipalities to prepare archaeological management plans and cultural plans, where appropriate.”</p>	<p>No comments/concerns.</p>

Mod. No.	Modification	Regional Comments
8.	<p>Policy 4.1.13 is modified so that it reads:</p> <p>“Work with area municipalities, conservation authorities and other agencies to ensure stormwater management plans encourage implementation of a hierarchy of source, lot-level, conveyance and end of pipe controls, to address the impacts of a changing climate, and impacts from natural hazards, including through improved stormwater management design and the use of innovative technologies and best practices”.</p>	No comments/concerns.
9.	<p>Policy 4.1.14 is modified so that it reads:</p> <p>“Encourage area municipalities to include policies within their official plans to implement source control programs that reduce stormwater runoff volume and pollutant loadings within designated Urban Areas in the Lake Simcoe watershed, in accordance with the Lake Simcoe Protection Plan.”</p>	No comments/concerns.
10.	<p>Policy 4.1.39 is modified so that it reads:</p> <p>“Investigate the long-term servicing of Urban Areas identified in Policy 4.1.38. Further expansions to these Urban Areas shall only be considered if there is a long-term plan in place to provide full municipal services and in accordance with applicable provincial plans. The applicable sewage and water infrastructure policies of the Greenbelt Plan also apply.”</p>	No comments/concerns.
11.	<p>Policy 5.1.14 g) is modified so that it reads:</p> <p>“g) notwithstanding the intensification policies herein, any-new or intensified development is not directed to within Floodplain Special Policy Areas, and shall be subject to the applicable provisions of the area municipal official plan.”</p>	No comments/concerns.

Mod. No.	Modification	Regional Comments
12.	<p>Figure 11 – Strategic Growth Area Targets Table is modified by adding an asterisk (*) after the target for Protected Major Transit Station Areas and by adding the following note below the table:</p> <p>“Notwithstanding the above, the Oshawa GO/VIA Protected Major Transit Station Area will be planned to achieve a minimum density target of 25 people and jobs per gross hectare”.</p>	<p>No concerns.</p> <p>Regional modification request:</p> <p>Refer to Mod. No. 51 for background information/justification.</p> <p>Please note that the reference to “Major Transit Station Area” will be bookmarked to the defined term within the Glossary of the new ROP.</p> <p>Modification submitted to MMAH staff on June 5 and November 9, 2023.</p>
13.	<p>Figure 11 – Strategic Growth Area Targets Table is modified by deleting the note below:</p> <p>“Notwithstanding the above Minimum Transit Supportive Density Targets, where a Regional Centre is located along a Rapid Transit Corridor and is also comprised of a historic downtown, an area municipal official plan may establish an alternative density target for the Regional Centre provided the overall target for the area municipality is maintained.”</p>	<p>No concerns.</p> <p>Regional modification request:</p> <p>Regional request for MMAH assistance with the definition of a “historic downtown” to ensure the Note following Figure 11 does not have unintended negative impacts within Strategic Growth Areas across the region.</p> <p>Through Regional Council’s consideration of the Recommended ROP, Motion 116 as submitted by Whitby Regional Councillors was carried.</p> <p>Motion 116 was accommodated within the adopted ROP as a Note following Figure 11:</p> <p>“Notwithstanding the above Minimum Transit Supportive Density Targets, where a Regional Centre is located along a Rapid Transit Corridor and is also comprised of a historic downtown, an area municipal official plan may establish an alternative density target for the Regional Centre provided the overall target for the area municipality is maintained.”</p> <p>Modification submitted to MMAH staff on June 5 and November 9, 2023.</p>

Mod. No.	Modification	Regional Comments
14.	<p>The preamble of policy 5.2.6 and the associated subsection b) are modified so that they read:</p> <p>“Require area municipalities to plan for Strategic Growth Areas by updating official plans, secondary plans and zoning by-laws to:</p> <p>b) Set outdesignate appropriate:</p> <p>i) land use designations;</p> <p>ii) establish a minimum residential and employment density targets in accordance with Figure 11; and</p> <p>iii) identify permissible built form standards, including minimum and maximum building heights;</p> <p>iv) establish minimum and maximum building heights.”</p>	<p>No concerns.</p> <p>Minor refinement resulting from the proposed modification identified in red.</p>
15.	<p>The first sentence of policy 5.2.8 e) is modified so that it reads:</p> <p>“contributes to, recognizes, preserves and/or conserves applicable built and cultural heritage resources, in accordance with Section 3.3.”</p>	<p>No comments/concerns.</p>
16.	<p>Add a new policy 5.2.11.1 which reads:</p> <p>“Notwithstanding policies 5.2.10 and 5.2.11, the further refinement of the boundaries of Urban Growth Centres or Protected Major Transit Station Areas shall only be undertaken in accordance with provincial plans and policy.”</p>	<p>No comments/concerns.</p>

Mod. No.	Modification	Regional Comments
17.	<p>The preamble of Section 5.2 (after policy 5.2.14) 'Protected Major Transit Station Areas' is modified so that it reads:</p> <p>"There are seveneight Protected Major Transit Station Areas located within southern Durham along the Lakeshore East GO Train line. ThreeFour Protected Major Transit Station Areas surround existing stations in Pickering, Ajax, and Whitby, and Oshawa, and four new stations are being planned along the GO East Extension, two of which are in the City of Oshawa (Thornton's Corners and Central Oshawa) and two of which are in the Municipality of Clarington (Courtice and Bowmanville)."</p>	<p>No concerns.</p> <p>These suggested modifications are the result of comments submitted by MMAH staff to the Region on May 8, 2023, on the draft ROP:</p> <p>"We note that a station area has not been delineated for the existing Oshawa GO/VIA station in the draft ROP. The Region should identify a boundary for this station in accordance with policy 2.2.4 of A Place to Grow, which provides that the Minister can consider lower density targets for station areas, in certain circumstances.</p> <p>Modification submitted to MMAH staff on June 5 and November 9, 2023.</p>
18.	<p>Policy 5.2.17 is modified to add the following new subsection:</p> <p>"c) any land use that would adversely affect the achievement of the minimum density target."</p>	<p>No comments/concerns.</p>
19.	<p>Policy 5.2.18 is modified so that it reads:</p> <p>"Not permit sensitive land uses, notwithstanding any other policies of this Plan to the contrary, at the following locations:</p> <p>a) on the lands located within the existing Oshawa GO/VIA Protected Major Transit Station Area in the City of Oshawa, due to surrounding industrial uses, railway and highway infrastructure; and,</p> <p>b) on the lands located within the Courtice Protected Major Transit Station Area, east of Courtice Road and south of Baseline Road in the Municipality of Clarington, due to proximity to the Darlington Generating Station"</p>	<p>No concerns.</p> <p>Regional modification request:</p> <p>Refer to Mod. No. 51 for background information/justification.</p> <p>Please note that the references within new policy sub-section a) to "Major Transit Station Area" and "infrastructure" will be bookmarked to defined terms within the Glossary of the new ROP.</p> <p>Modification submitted to MMAH staff on June 5 and November 9, 2023.</p>

Mod. No.	Modification	Regional Comments
20.	<p>Policy 5.2.23 i) is modified so that it reads:</p> <p>“Include plans to accommodate multimodal access to Protected Major Transit Station Areas by accounting for the retention or replacement of existing station access infrastructure (pedestrian, bus, cycle, pick-up and drop-off, and vehicle parking) and give priority to local and regional transit, active transportation and passenger pick-up and drop off. Include plans for as well as the protection for future facility expansion when new development on existing GO Station land is proposed;”</p>	<p>Acceptable, but with a minor modification recommended.</p> <p>Revise new wording to read "...local and inter-regional transit...".</p> <p>DRT is our "local" transit while GO Transit (specifically GO Bus) is the "regional" transit referred to here, but don't want to confuse the word regional to mean Durham Region Transit.</p>
21.	<p>Add a new policy 5.2.23 m) which reads:</p> <p>“Require, where development is proposed adjacent or in the vicinity of MTO permit control areas, a traffic impact study be undertaken to determine the impacts of proposed development and intensification on highway interchange nodes within the Ministry’s permit control area.”</p>	<p>Acceptable, but with a minor modification recommended.</p> <p>Change reference from “traffic impact study” to “transportation impact study” as this is the terminology used within Envision Durham.</p> <p>It is our understanding that such a study is done anyway as a matter of practice for MTO, however, this modification formalizes the process.</p>
22.	<p>Add a new policy 5.2.23.1 which reads:</p> <p>“Notwithstanding policies 5.2.15 to 5.2.23, the existing Oshawa GO/VIA station is to be planned for Employment Area permitted uses only with a minimum density target of 25 people and jobs per hectare.”</p>	<p>Regional modification request:</p> <p>Refer to Mod. No. 51 for background information/justification.</p> <p>Modification submitted to MMAH staff on June 5 and November 9, 2023.</p>
23.	<p>Insert a new policy 5.4.5.1 that reads:</p> <p>“Development within the designated greenfield area shall be planned to achieve a minimum density target of not less than 53 [or 60] people and jobs per hectare.”</p>	<p>Under review.</p> <p>Following discussion with Provincial staff, it has been clarified that the density figure “[or 60]” noted in “not less than 53 [or 60] people and jobs per hectare” is intended to be a placeholder, dependent upon the outcome of proposed modification related to northeast Pickering.</p> <p>For example, should the proposed lands be removed from northeast Pickering, densities across all remaining greenfield areas within Durham could be impacted significantly to maintain the overall population and employment forecasts allocated to the Region to 2051.</p>

Mod. No.	Modification	Regional Comments
24.	<p>The preamble of section 5.7.2 is modified so that it reads:</p> <p>“Require Aarea Mmunicipalities to update Consider support for amendments to an area municipal their official plans to designate a supply of land for development up to the time frame of this Plan, including Settlement Area Boundary Expansions to the extent of the Region’s Urban Area Boundary as shown on Map 1, provided that the amendment:”</p>	<p>No concerns.</p> <p>Minor refinements resulting from the proposed modification are identified in red (to be consistent with formatting within the rest of the document).</p>
25.	<p>Policy 5.7.8 b) is deleted in its entirety:</p> <p>“assess the impacts of existing Minister’s Zoning Orders and Airport Site Order and Zoning Regulations which currently restricts the development of these lands as a result of the potential for a future airport to the west. Development shall not proceed until such time it has been demonstrated that the relevant requirements, including those related to noise and building height restrictions have been met. Satisfying the requirements of this policy may be dependent on future actions first being undertaken by provincial and federal levels of government, as described in Policy 5.5.36.”</p>	Under review.
26.	<p>Subsection c) of policies 6.4.5 and 6.4.6 are modified so that they read:</p> <p>“within the Protected Countryside of the Greenbelt Plan Area, the dwelling was in existence in accordance with the date set out in the applicable provincial planas of December 16, 2004;”</p>	No comments/concerns.
27.	<p>Policy 6.7.4 is modified so that it reads:</p> <p>“Ensure that the development of mineral aggregate operations and wayside pits shall, where applicable, conform with the provincial plans and policies Oak Ridges Moraine Conservation Plan and the Greenbelt Plan, where applicable, in addition to the policies of this Plan.”</p>	No comments/concerns.
28.	<p>Add a new policy which reads:</p> <p>“6.7.24 Ensure the rehabilitation of mineral aggregate extraction sites in Prime Agricultural Areas is undertaken in accordance with applicable provincial plans and policy.”</p>	No comments/concerns.

Mod. No.	Modification	Regional Comments
29.	<p>Policy 7.1.11 b) is modified so that it reads:</p> <p>“demonstrate that the use is appropriate for location in the Major Open Space Area and, apart from recreational uses, cemeteries, and mineral aggregate extraction, is small in scale and serves the resource and agricultural sectors;”</p>	<p>No concerns.</p> <p>Regional modification request:</p> <p>On May 15, 2023, two days prior to the Special Council Meeting for adoption of the Recommended ROP, Cosmopolitan Associates Inc., the consultant representing Arbor Memorial, submitted correspondence, outlining comments about inconsistency within the Recommended ROP related to permissions for cemeteries.</p> <p>Their concern involved a perceived conflict between Policy 3.3.30 which permits/encourages cemeteries to locate within the Urban Area Boundary, Rural Settlements and Major Open Space Areas (MOSAs) and other policies within the MOSA Section of the Plan, which impose certain restrictions on this permission.</p> <p>While the adopted ROP, as amended, encourages cemeteries within MOSAs, this does not negate the fact that the design of such uses must be appropriate for the designation. Many of the policies cited as concerns within the submission are intended to be restrictive to prevent intensive land uses within MOSAs and protect the integrity of the Greenlands System and the natural features within it.</p> <p>Notwithstanding, Regional staff agree that cemeteries are not a use that directly interacts with the agriculture and resource sectors and may not always be small in scale. As a result, Regional staff support a modification to permit cemeteries in MOSAs as an exception.</p> <p>Modification submitted to MMAH staff on June 5 and November 9, 2023.</p>

Mod. No.	Modification	Regional Comments
30.	<p>The preamble of policy 7.4.15 is modified so that it reads:</p> <p>“Require that any proposal for development or site alteration in proximity to key natural heritage features or key hydrologic features include an environmental impact study as part of a complete application. The Region, in consultation with the area municipality, the conservation authority having jurisdiction if a conservation authority permit will be required and the Lake Simcoe Region Conservation Authority where applicable conservation authority and applicant, may select and retain a qualified environmental consultant to peer review the study at the applicant’s expense. Such a study shall apply to the area to be developed, or may be expanded to include additional lands, as may be deemed necessary by the Region, in consultation with the area municipality, the Lake Simcoe Region Conservation Authority where applicable conservation authority and any other appropriate agency, and it shall address the following:”</p>	No comments/concerns.
31.	<p>Policy 7.4.1-5 j) is deleted in its entirety:</p> <p>“j) the need for ecosystem compensation, as directed by the area municipality, if avoidance and mitigation are not possible, in accordance with Section 7.7;”</p>	No concerns; however, Mod 31 should reference Policy 7.4.15 j) – minor refinement identified in red.
32.	<p>Policy 7.4.22 is modified so that it reads:</p> <p>“Prohibit development and site alteration within significant woodlands, as verified by an appropriate site-specific study, such as an environment impact study. Notwithstanding, mineral aggregate operations may be permitted within significant woodlands provided the applicable policy requirements of Pprovincial Pplans and policies are satisfied.”</p>	<p>No concerns.</p> <p>Minor refinements resulting from the proposed modification are identified in red (to be consistent with formatting within the rest of the document).</p>
33.	<p>Policy 7.4.27 is modified so that it reads:</p> <p>“Prohibit development and site alteration within provincially significant wetlands, significant coastal wetlands and wetlands within provincial natural heritage system areas, in accordance with Policies 7.4.10 to 7.4.18. Notwithstanding, mineral aggregate operations may be permitted within non-significant wetlands, provided the applicable policy requirements of Pprovincial Pplans and policies are satisfied.”</p>	<p>No concerns.</p> <p>Minor refinements resulting from the proposed modification are identified in red (to be consistent with formatting within the rest of the document).</p>

Mod. No.	Modification	Regional Comments
34.	<p>Policy 7.5.8 is modified so that it reads:</p> <p>“Discourage alterations to watercourses and permanent and/or intermittent streams. Minor adjustments to watercourses and permanent and/or intermittent streams may be considered by the conservation authority having jurisdiction in accordance with regulations under the Conservation Authorities Act where evidence can be provided that such alterations will not have an adverse effect on the functions of the watercourse or permanent and/or intermittent stream, including aquatic habitat.”</p>	No comments/concerns.
35.	<p>Policy 7.5.13 is modified so that it reads:</p> <p>“Require that area municipalities include policies and appropriate designations within their official plans, informed by watershed planning, that provide for the long-term protection of key hydrologic features, key hydrologic areas, and their functions”.</p>	No comments/concerns.
36.	<p>Policies 7.5.33, 7.5.34 and 7.5.35 are modified to replace the words “the Beaverton intake protection zone - 1” with the words “any intake protection zone – 1”.</p>	No comments/concerns.
37.	<p>Policy 7.6.11 is modified so that it reads:</p> <p>“Require area municipalities to ensure hazardous forest types for wildland fire are considered through an environmental impact study when development is proposed in or adjacent to areas at risk for wildland fire, as identified by Ministry of Northern Development, Mines, Natural Resources and Forestry mapping, or local refinements where available.”</p>	No comments/concerns.

Mod. No.	Modification	Regional Comments
38.	<p>Add new policies 7.6.12.1 and 7.6.12.2 which read:</p> <p>“7.6.12.1 Wildland fire mitigation measures shall not be permitted in significant wetlands and significant coastal wetlands.</p> <p>7.6.12.2 Wildland fire mitigation measures shall not be permitted in significant woodlands, significant valleylands, significant wildlife habitat, significant areas of natural and scientific interest, coastal wetlands and fish habitat as well as adjacent lands unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.”</p>	No comments/concerns.
39.	<p>Objective iii) in Section 7.7 is deleted in its entirety and iv) to iii) are renumbered:</p> <p>“iii) Promote the use of ecosystem compensation when avoidance and mitigation of natural features is not possible.”</p>	No comments/concerns.
40.	The Ecosystem Compensation Section, including the preamble and policies 7.7.11, 7.7.12 and 7.7.13, are deleted in their entirety.	No comments/concerns.
41.	<p>Policy 8.1.9 is modified so that it reads:</p> <p>“Encourage and work with Metrolinx, provincial, municipal and federal governments to realize plan for improved inter-regional transit connections, including Freeway Transit and Other Transit Connections designated on Map 3a.”</p>	No comments/concerns.
42.	<p>Policy 8.3.7 is modified so that it reads:</p> <p>“Request that the province continue to Work with the province to investigate the feasibility of implementing dedicated commuter parking lots along Highways 407, 412 and 418 as identified through section 8.1.2, and along other provincial highways, to support carpooling and inter-regional transit use.”</p>	Acceptable, however the proposed reference to “investigate the feasibility” is considerably less assertive.

Mod. No.	Modification	Regional Comments
43.	<p>Policy 8.4.8 is modified so that it reads:</p> <p>“Recognize the importance of the current and planned expansions to the provincial freeway-highway system, including Highways 401, 404, 407, 412, 418 and 115, in fostering planning for continued economic development, supporting goods movement, and accommodating Freeway Highway transit and reducing the burden of long distance travel on the Region’s arterial road network.”</p>	<p>Acceptable, but with a minor modification recommended as follows:</p> <p>“Recognize the importance of the provincial highway system, including planned expansions, in planning for continued economic development, supporting goods movement, and accommodating inter-regional transit.”</p> <p>The reference to “Freeway Transit” is a specific designation in the ROP. MTO may have assumed that it should be more general in terms of transit on the provincial highway system. However, since transit is mostly inter-regional (GO Bus) then Regional staff suggest the above revision instead.</p>
44.	<p>Policy 8.4.9 is modified so that it reads:</p> <p>i), Modifying the first sentence to read:</p> <p>“Support improvements to the provincial freeway and highway network by encouraging the accelerated implementation of such as:”, and</p> <p>ii) deleting subsection d) in its entirety:</p> <p>“d) modifications to the alignment of the Highway 7/12 intersection at Thickson Road, subject to further study by the Town of Whitby and MTO, that may be updated without amendment to this Plan.”</p>	<p>i) No comments/concerns.</p> <p>ii) Under review.</p> <p>This policy is in the current in-effect ROP and the concept of a continuous alignment of Thickson Road and Baldwin Street as a T-intersection into it has been a component of the current ROP since its adoption in 1991.</p> <p>The policy also precedes the timing of the Brooklin Route Alignment Study led by the Town of Whitby. This T-intersection is part of the structure of the Brooklin Secondary Plan area as well. With the wording of "encouraging the accelerated implementation of..." removed, the policy simply states that these modifications are subject to further study by the Town and MTO, and the alignment can be updated without need for a Regional Official Plan Amendment (ROPA).</p>
45.	<p>Add new policy 8.4.10.1 that reads:</p> <p>“Ensure MTO is consulted on all proposed development that is adjacent to or in the vicinity of provincial highways within MTOs permit control area under the <i>Public Transportation and Highway Improvement Act.</i>”</p>	<p>Acceptable, but with a minor modification recommended.</p> <p>Suggested this new policy be included with adopted Policy 8.4.10, as a second sentence, rather than a sub-policy.</p>

Mod. No.	Modification	Regional Comments
46.	<p>Policy 8.4.11 is deleted in its entirety:</p> <p>“Encourage MTO to construct the Highway 407 interchanges at Westney Road, Salem Road and Thornton Road, Highway 412 interchange at Rossland Road, and complete the Highway 401/Lake Ridge Road interchange, which were approved in the Highway 407 East Environmental Assessment study but deferred from initial construction.”</p>	<p>Recommend replacing adopted Policy 8.4.11 in its entirety with:</p> <p>“Designate Future Interchanges on Highway 407 at Westney Road, Salem Road and Thornton Road, and on Highway 412 at Rossland Road, that were approved in the Highway 407 East Environmental Assessment study but deferred from initial construction. Further, support the completion of the existing interchange at Highway 401 and Lake Ridge Road that was also included in the Highway 407 East Environmental Assessment Study.”</p>
47.	<p>Policy 8.4.12 is deleted in its entirety:</p> <p>“Encourage MTO to construct an interchange on Highway 401 at Lambs Road and close the adjacent Bennett Road interchange, and investigate the ultimate role of Highway 35/115 between Highway 401 and Highway 407, including potential upgrades to a provincial freeway facility.”</p>	<p>Acceptable, in part, with a recommendation to replace adopted Policy 8.4.12 in its entirety with:</p> <p>“Support further study of Conceptual Future Interchanges to improve freeway access and support development, in consultation with MTO, on Highways 401 and 407 as designated on Map 3b.”</p> <p>Regional staff are fine with keeping with Highway 35/115 as a limited access highway. This policy was maintained from the 1991 ROP; with Highway 418 completed it seems less important now.</p>
48.	<p>Policy 8.4.13 a) is modified so that it reads:</p> <p>“a) Advocating the importance of inter-regional transportation improvements such as the widening of Steeles Avenue (west of Beare Road) and Highway 7 (west of Brock Road), including advocating the provincial government to take a leadership role in their implementation; and”</p>	<p>No concerns.</p> <p>Minor refinement resulting from the proposed modification identified in red.</p>
49.	<p>Objective iii) in policy 8.5 is modified so that it reads:</p> <p>“Ensure the long-term operation and economic role of air, rail facilities, and marine facilities for goods movement is protected.”</p>	<p>Acceptable, but with a minor modification to improve readability, including adding “road” for completeness, as follows:</p> <p>“Ensure the long-term operation and economic role of road, air, rail and marine facilities for goods movement is protected.”</p>
50.	<p>A new Objective iv) is added to policy 8.5 modified which reads:</p> <p>“Ensure that goods movement facilities and sensitive lands uses are appropriately designed, buffered and/or separated from each other to mitigate noise and vibration impacts to adjacent land uses.”</p>	<p>No concerns.</p> <p>Minor refinement resulting from the proposed modification identified in red.</p>

Mod. No.	Modification	Regional Comments
51.	<p>Policy 9.1.2 e) is deleted in its entirety:</p> <p>“Special Study Area 6 applies to the lands removed from the Greenbelt Plan Area by the Province of Ontario within the City of Pickering, Town of Ajax and Municipality of Clarington. In accordance with the province, the following conditions must be addressed to the satisfaction of the province, or it will initiate the process to return the lands back to the Greenbelt Plan Area:</p> <p>i) significant progress on approvals is to be achieved by the end of 2023;</p> <p>ii) construction of new homes is to begin on these lands by no later than 2025; and</p> <p>iii) proponents will fully fund the necessary infrastructure upfront. If these conditions are addressed to the satisfaction of the province, the lands may be included within the Urban Area Boundary, and the population, household and employment forecasts may be revised to reflect the provision of additional housing supply in these areas.”</p>	<p>No concerns.</p> <p>Regional modification request:</p> <p>In response to the provincial amendments to the Greenbelt Plan enacted in December 2022, the adopted ROP, as amended, reflected the removal of the three parcels in Pickering, Ajax and Clarington (Courtice) and identified the subject lands as Special Study Areas (SPA #6). This approach reflected the province’s formerly stated intention to return removed lands back to the Greenbelt if certain milestones are not achieved (i.e. progress on planning approvals by 2023, and homes under construction by 2025). The adopted policies mirrored the province’s former requirements for development within these areas.</p> <p>However, in late 2023 the province reversed the Greenbelt Removals from December 2022 through the Greenbelt Statute Law Amendment Act, 2023 (Bill 136).</p> <p>As a result, Regional staff recommended a modification to delete adopted Policy 9.1.2 e) to remove the “Special Study Area #6” overlay from the three parcels in Pickering, Ajax and Clarington (Courtice).</p> <p>In addition to policy modifications, Regional staff recommended mapping modifications to several ROP Maps to reflect the above noted policy modification to remove the “Special Study Area #6” overlays and to return lands back into the Greenbelt Boundary (refer to Map Mod. Nos. 26 to 29 and 35).</p> <p>These modifications were detailed in Commissioner’s Report #2023-P-28 (November 7, 2023) and submitted to MMAH staff on November 9, 2023.</p>

Mod. No.	Modification	Regional Comments
52.	<p>Policy 9.1.2 is modified by adding a new subsection a.1) that reads:</p> <p>“Special Study Area 1A applies to lands in northeast Pickering, that are outside the Greenbelt Area, and overlap with Minister’s Zoning Order 102/72. These lands may be reconsidered for urban development through a future amendment to this Plan, or in the absence of a Regional Official Plan, an amendment to the Official Plan of the City of Pickering, undertaken in accordance with Section 26 of the Planning Act and any applicable provincial plans and policy, provided that the Minister of Municipal Affairs and Housing amends or revokes Minister’s Zoning Order 102/72 to permit such development.”</p>	Under review.
53.	<p>The subtitle after policy 9.2.1 is modified so that it reads:</p> <p>“Specific Policy Area A – Seaton Urban Area & Duffins Rouge Agricultural Preserve”.</p>	<p>No concerns.</p> <p>Regional modification request:</p> <p>In addition to the above noted reversal on the Greenbelt Removals, in late 2023 the provincial government introduced legislation that would continue the protections of the easements and covenants applicable to the Duffins Rouge Agricultural Preserve (DRAP) and repeal the Duffins Rouge Agricultural Preserve Repeal Act, 2022.</p> <p>As a result, Regional staff recommended a modification to add the Duffins Rouge Agricultural Preserve to Specific Policy Area A.</p> <p>In addition to policy modifications, Regional staff recommended mapping modifications to several ROP Maps to reflect the above noted policy modification to update Specific Policy Area A to re-incorporate the Duffins Rouge Agricultural Area (refer to Map Mod. Nos. 26 and 30 to 34).</p> <p>Detailed in Commissioner’s Report #2023-P-28 (November 7, 2023) and submitted to MMAH staff on November 9, 2023.</p>

Mod. No.	Modification	Regional Comments
54.	<p>Policies 9.2.6 through 9.2.10 are renumbered 9.2.7 through 9.2.11 respectively, and a new policy 9.2.6 is inserted (after policy 9.2.5) that reads:</p> <p>“In addition to the applicable policies of the Greenbelt Plan and the implementing policy framework set out in this Plan, lands within the Duffins Rouge Agricultural Preserve are also subject to the Duffins Rouge Agricultural Preserve Act, 2023.”</p>	<p>No concerns.</p> <p>Regional modification request:</p> <p>Further to the above noted repeal of the Duffins Rouge Agricultural Preserve Repeal Act, 2022, Regional staff recommended a new policy within Specific Policy Area A to ensure that any development contemplated within the area must be in accordance with appropriate governing legislation.</p> <p>Detailed in Commissioner’s Report #2023-P-28 (November 7, 2023) and submitted to MMAH staff on November 9, 2023.</p>
55.	<p>Policy 10.2.5 c) is modified so that it reads:</p> <p>“submission of a signed Record of Site Condition (RSC) to the Ministry of the Environment, Conservation and Parks (MECP) for the subject lands. The RSC must be to the satisfaction of the Region, and the Municipality of Clarington, and including an Acknowledgement of Receipt of the RSC by the MECP; and”</p>	<p>No comments/concerns.</p>
56.	<p>Policy 10.4.20 is modified by adding the following new subsections that reads:</p> <p>“10.4.20 fff) Aa surplus farm dwelling rendered surplus from the parcel identified as Assessment No. 18-39-010-003-14300 located in Part of Lot 6, Concession 5, former Township of Thorah, in the Township of Brock, subject to the inclusion of the provisions in the zoning by-law to prohibit the establishment of any dwellings on the retained parcel in accordance with the Provincial and Regional policies, no further severance of the property is permitted.;</p> <p>10.4.20 ggg) Aa surplus farm dwelling is severed from the parcel identified as Assessment No. 18-39-050-005-28300 located in Part of Lots 17 & 18, Concession 7 in the Township of Brock, subject to the inclusion of provisions in the zoning by-law to prohibit the establishment of any dwellings on the retained parcel. In accordance with Provincial and Regional policies no further severance of property is permitted.;”</p>	<p>No concerns.</p> <p>Regional modification request:</p> <p>Policy 10.4.20 fff) reflects OPA #192 (Wechsel Farms) for a surplus farm dwelling in Brock, as detailed in Commissioner’s Report #2023-P-20 (September 5, 2023).</p> <p>Policy 10.4.20 ggg) reflects OPA #193 (Gowanlea Ltd.) for a surplus farm dwelling in Brock, as detailed in Commissioner’s Report #2023-P-21 (September 5, 2023).</p> <p>Minor refinements resulting from the proposed modifications are identified in red.</p> <p>Modifications submitted to MMAH staff on November 9, 2023.</p>

Mod. No.	Modification	Regional Comments
57.	<p>Insert a new policy, 10.5.9, which reads:</p> <p>“Permit, notwithstanding any other provision of this Plan, ancillary uses to the existing major recreational use including a 4 – 5 storey hotel and expanded parking area are permitted on lands located on the south side of Elgin Park Drive west of Concession 7, east of Howard Williams Court, identified as Assessment 18-29-040-009-00500 in Part of Lot 27 Concession 6, in the Township of Uxbridge. The uses shall be subject to the fulfillment of the following conditions to the satisfaction of the approval authorities:</p> <p>a) the establishment of a site-specific baseline and surveillance monitoring program funded by the proponent to the satisfaction of the Region of Durham, the Township of Uxbridge and the Lake Simcoe Region Conservation Authority. The baseline program should be established before the site is used for soil treatment purposes and both water levels and water quality samples should be collected that reflect the contaminants of concern to be treated. The surveillance monitoring and reporting program should include surface water from the two on-site drainage ponds, groundwater, and 2-year stormwater event runoff, water quality sampling and water level measurement analysis, be prepared by a Qualified Person and begin before the soil remediation use begins and continue for the duration of the soil remediation operations on the site; and</p> <p>b) the locations of all of the storage and processing facilities for the proposed use be checked in the field to verify that they are outside of the 10-year time of travel of the Wellhead Protection Area as identified on Map 2f of this Plan.”</p>	<p>Please note that the proposed new Policy 10.5.9 text shown in Mod 57, as submitted by Regional staff to MMAH staff on December 21, 2023, was transcribed incorrectly.</p> <p>The corrected Regional modification request for OPA #194 (Wooden Sticks Golf Inc.) to permit a hotel and expanded parking area ancillary to the existing golf course in the Township of Uxbridge, as detailed in Commissioner’s Report #2023-P-27 (November 7, 2023), has been updated below for consideration.</p> <p>Remove proposed Mod 57 in its entirety and replace with new Policy 10.5.9 as follows:</p> <p>“Permit, notwithstanding any other provision of this Plan, ancillary uses to the existing major recreational use including a hotel up to five storeys in height and an expanded parking area are permitted on lands located on the south side of Elgin Park Drive west of Concession 7, east of Howard Williams Court, identified as Assessment 18-29-040-009-00500 in Part of Lot 27 Concession 6, in the Township of Uxbridge. Prior to any development taking place, the following conditions shall be fulfilled to the satisfaction of the Region of Durham, the Township of Uxbridge, and the Lake Simcoe Region Conservation Authority:</p> <p>a) that any negative impacts on identified natural heritage features and their functions as well as Species of Concern and Species at Risk will be properly mitigated; and</p> <p>b) that any tree removal that occurs as a result of the development of the proposed hotel and expanded parking area will be compensated based on the requirements of the Ecological Offsetting Policy of the Lake Simcoe Region Conservation Authority.”</p>

Mod. No.	Modification	Regional Comments
58.	Map 1 – Regional Structure – Urban and Rural Systems is modified by delineating the boundary of Rural Employment Area No. 2 as shown on Map 1 – Regional Structure – Urban and Rural System, in the 1993 Regional Official Plan, as amended.	<p>Under review.</p> <p>Through Regional Council’s consideration of the Recommended ROP, Motion 114 as submitted by the Mayor of Uxbridge was carried.</p> <p>Motion 114 was accommodated within the adopted ROP by modifying Map 1 to "extend the Employment Areas designation north of the existing Uxville Employment Area in the Township of Uxbridge easterly to include an additional +/-26 hectares of land."</p> <p>In addition, Mod 58 does not address the Regional modification request, submitted to MMAH staff on November 9, 2023, to reflect the LPAT issued a decision (Case #PL150909) on December 23, 2020, amending the ROP to permit rural employment uses at 123 Regional Highway 47 in Uxbridge. The policy exception was incorporated into the adopted ROP, as amended, as Policy 10.4.25.</p> <p>In an effort to support this policy exception and enhance clarification within the new ROP, Regional staff requested a modification to Map 1 of the adopted ROP, as amended, to include 123 Regional Highway 47 within Rural Employment Area #2 in Uxbridge.</p>
59.	<p>Map 1 of the Official Plan is modified by:</p> <p>a) removing Special Study Area #6 from lands in the City of Pickering and Town of Ajax and redesignating them as Agricultural Area; and</p> <p>b) removing Special Study Area #6 from lands in the Municipality of Clarington and redesignating them as Major Open Space Area.</p>	<p>No concerns.</p> <p>Regional modification request:</p> <p>Refer to Mod. No. 51 and 53 for background information/justification.</p> <p>Detailed in Commissioner’s Report #2023-P-28 (November 7, 2023) and submitted to MMAH staff on November 9, 2023.</p>
60.	Map 1 of the Official Plan is modified by deleting the Community Areas, Employment Areas, and Regional Centres land use designation from lands located in northeast Pickering, that are outside the Greenbelt Area, and overlap with Minister’s Zoning Order 102/72, and replacing them with “ Special Study Area #1A ”.	Under review.

Mod. No.	Modification	Regional Comments
61.	Map 1 of the Official Plan is modified by adjusting the Urban Area Boundary to exclude the lands located in northeast Pickering, that are outside the Greenbelt Area, and overlap with Minister's Zoning Order 102/72.	Under review.
62.	Maps 1, 2a), 3a) to 3d), and 4 of the Official Plan are modified by deleting the 2051 Urban Expansion Areas overlay from lands that are located in northeast Pickering, that are outside the Greenbelt Area, and overlap with Minister's Zoning Order 102/72.	Under review.
63.	Maps 2a), 3a) to 3d), and 4 of the Official Plan are modified by deleting the Urban Area designation from lands that are located in northeast Pickering, that are outside the Greenbelt Area, and overlap with Minister's Zoning Order 102/72.	Under review.
64.	Map 2a of the Official Plan are modified by removing 'Special Study Area #6' and its associated boundaries in the City of Pickering, Town of Ajax, and Municipality of Clarington	<p>No concerns.</p> <p>Regional modification request:</p> <p>Refer to Mod. No. 51 for background information/justification.</p> <p>Detailed in Commissioner's Report #2023-P-28 (November 7, 2023) and submitted to MMAH staff on November 9, 2023.</p>
65.	Map 2b of the Official Plan is modified by identifying the lands, formerly identified as "Special Study Area #6" in the City of Pickering and Municipality of Clarington, as Greenbelt Natural Heritage System, as the system is depicted on Schedule 4 of the Greenbelt Plan.	<p>No concerns.</p> <p>Regional modification request:</p> <p>Refer to Mod. No. 51 for background information/justification.</p> <p>Detailed in Commissioner's Report #2023-P-28 (November 7, 2023) and submitted to MMAH staff on November 9, 2023.</p>
66.	Maps 2b, 2c, and 4 of the Official Plan are modified by identifying the lands, formerly identified as "Special Study Area #6" in the City of Pickering, Town of Ajax and Municipality of Clarington, as Protected Countryside.	<p>No concerns.</p> <p>Regional modification request:</p> <p>Refer to Mod. No. 51 for background information/justification.</p> <p>Detailed in Commissioner's Report #2023-P-28 (November 7, 2023) and submitted to MMAH staff on November 9, 2023.</p>

Mod. No.	Modification	Regional Comments
67.	Maps 1, 3a, 3b, 3c, 3d, and 3e of the Official Plan are modified by adjusting the boundary of Specific Policy Area A, in the City of Pickering to add the lands identified in Schedule 1 to the Duffins Rouge Agricultural Preserve Act, 2023.	<p>No concerns.</p> <p>Regional modification request:</p> <p>Refer to Mod. No. 51 and/or 53 for background information/justification.</p> <p>Detailed in Commissioner's Report #2023-P-28 (November 7, 2023) and submitted to MMAH staff on November 9, 2023.</p>
68.	<p>Map 3b, Road Network, is modified by:</p> <p>i) deleting the words "Existing Interchange to be Removed" from the legend and replacing the associated symbol on the map with the 'Existing Interchange' symbol, and</p> <p>ii) replacing the words, "Future Interchange" in the legend with the words, "Conceptual Future Interchange".</p>	<p>Proposed Mod 68 i) is acceptable provided that the recommended Regional revision to Mod 47 (to replace Policy 8.4.12) is also accepted.</p> <p>Proposed Mod 47 supports further study of the Conceptual Future Interchanges, which includes Lambs Road. As part of that proposal, the removal of Bennett Road interchange is recommended through the Lambs Road Feasibility Study that Clarington completed last year and is currently under review by MTO. The removal of an existing interchange to support a new, better designed one is logical but may be premature given that further study can determine if just the new one or both can co-exist from an OP perspective.</p> <p>Proposed Mod 68 ii) is under review.</p> <p>The term "Conceptual Future Interchange" makes sense as a new designation in the ROP for interchanges that do not currently have EA approval by MTO and are not identified in their current plans. There is an advocacy component that should continue to be included in the ROP. This change would pertain to the following "Future Interchange" locations:</p> <ul style="list-style-type: none"> • Highway 401/Prestonvale Road • Highway 401/Lambs Road • Highway 407/Cochrane Street • Highway 407/Townline Road <p>The identification as "Future Interchange" should continue to be used as a designation for interchanges that are included in the 407 East EA study, but were deferred from Phase 1</p>

Mod. No.	Modification	Regional Comments
		<p>construction, or are part of the Seaton MOU agreements. These are no longer conceptual interchanges but have had preliminary design work conducted and a need/justification as part of those studies, and in the case of the 407 East EA study, led by MTO. "Future Interchange" would encompass interchanges at the following locations:</p> <ul style="list-style-type: none"> • 407 ETR/Peter Matthews Drive • Highway 407/Westney Road • Highway 407/Salem Road • Highway 407/Thornton Road • Highway 412/Rossland Road
69.	<p>Map 3c, Strategic Goods Movement Network, is modified by identifying the following road segments as part of the Strategic Goods Movement Network:</p> <ul style="list-style-type: none"> • King St, between Bowmanville Avenue and Highway 418 • King Avenue / Regional Highway 2, between Highway 35/115 to the region's eastern municipal boundary • Ganaraska Rd, between Highway 35/115 to the region's eastern municipal boundary. 	<p>Acceptable, as this proposed modification makes our network consistent with the Greater Golden Horseshoe Regional Transportation Plan. The ROP has a few additional roads noted (e.g. Regional Road 20) but the rest of the Strategic Goods Movement Network generally matches the MTO strategic goods movement network.</p>
70.	<p>Add a new definition, "Agricultural Condition" to the Glossary that reads:</p> <p>"Agricultural Condition: in regard to prime agricultural land, means a condition in which substantially the same areas and same average soil capability for agriculture are restored."</p>	<p>No concerns.</p> <p>Minor refinement resulting from the proposed modification identified in red (to be consistent with formatting within the rest of the document).</p>
71.	<p>Modify the definition of Significant Woodlands so that it reads:</p> <p>"Significant Woodlands: at the regional scale are identified as:</p> <p>a) any woodland occurring within the Urban or Whitebelt Area which is two hectares in size or larger; or</p> <p>b) any woodland occurring within the Rural Area, which is 10 hectares in size or larger;</p>	<p>No concerns.</p> <p>Minor refinement resulting from the proposed modification identified in red (to be consistent with formatting within the rest of the document).</p>

Mod. No.	Modification	Regional Comments
	<p>c) any woodland occurring within the Urban or Whitebelt Area which is one hectare in size or larger or any woodland occurring within the Rural Area, which is four hectares in size or larger; and</p> <ul style="list-style-type: none"> i) occurs within 30 metres of significant natural heritage feature, unevaluated any wetland greater than 0.5 hectares in size, or fish habitat; or ii) occurs wholly within an identified linkage area; or <p>d) any woodland occurring within the Urban or Whitebelt Area which is one hectare in size or larger or any woodland occurring within the Rural Area, which is four hectares in size or larger; and supports includes:</p> <ul style="list-style-type: none"> i) a vegetation community with a provincial ranking of S1, S2, or S3 as designated by the Natural Heritage Information Centre; ii) rare, uncommon species or species with a restricted habitat preference; or iii) characteristics of older woodlands, including: <ul style="list-style-type: none"> i. woodlands having 10 or more trees per hectare greater than 100 years old; or ii. woodlands having 10 or more trees per hectare at least 50 centimetres in diameter, or a basal area of eight or more square metres in trees that are at least 40 centimetres in diameter <p>e) Notwithstanding, for woodlands occurring within the Oak Ridges Moraine or the Greenbelt Natural Heritage System, significant woodlands are based on the provincial criteria developed for the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan.</p>	
72.	Add the following new terms to the Glossary:	No comments/concerns.

Mod. No.	Modification	Regional Comments
	<p>“Areas of archaeological potential: means areas with the likelihood to contain archaeological resources. Criteria to identify archaeological potential are established by the Province. The Ontario Heritage Act requires archaeological potential to be confirmed by a licensed archaeologist.</p> <p>Built heritage resource: means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the Ontario Heritage Act, or that may be included on local, provincial, federal and/or international registers.</p> <p>Conserved: means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.</p> <p>Cultural heritage landscape: means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the Ontario Heritage Act, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms.</p>	

Mod. No.	Modification	Regional Comments
	<p>Protected heritage property: means property designated under Parts IV, V or VI of the Ontario Heritage Act; property subject to a heritage conservation easement under Parts II or IV of the Ontario Heritage Act; property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites.”</p>	
73.	<p>The third paragraph of ‘Environmental Impact Study’ under the Application/ Development Scenario column in Table 1 is modified so that it reads:</p> <p>“Prior to the submission of any application, applicants shall confirm the scope of any potential environmental study requirements with the Region; and area municipality and the conservation authority to determine whether the study will be prepared by a consultant retained by the Region, or by the applicant. In those instances where the study is prepared by the Region, an application shall not be deemed to be a ‘complete application’ until such a time the study has been completed.”</p>	No comments/concerns.
74.	<p>Table 1 is modified to include the following new study as part of a complete application:</p> <p>“Traffic Impact Study (TIS): A Traffic Impact Study may be required by the Ministry of Transportation as part of the permit application process. The TIS is used to determine the extent to which highway improvements are required as a direct result of proposed construction or development within the MTO permit control area and adjacent to a provincial highway. The requirement for the study shall be determined on a case-by-case basis, in consultation with the Ministry of Transportation.”</p>	<p>Acceptable, but with a minor modification recommended.</p> <p>Rather than adding a new definition for “Traffic Impact Study”, Regional staff recommend adding the text proposed by MTO to the existing Table 1 description of “Transportation Impact Study”, as follows:</p> <p>“A Transportation Impact Study (TIS) is required for any proposal for development or site alteration in proximity to a Regional Road. A TIS may also be required by the Ministry of Transportation (MTO) as part of their permit application process to determine the extent to which highway improvements are required as a direct result of proposed construction or development within the MTO permit control area and adjacent to a provincial highway. In such cases, the requirement for the study shall be determined on a case-by-case basis, in consultation with MTO.”</p>

Mod. No.	Modification	Regional Comments
75.	<p>Table 1 is modified to include the following new study (after Fiscal Impact Study) as part of a complete application:</p> <p>“Heritage Impact Assessment: A Heritage Impact Assessment will be required for development on properties adjacent to protected heritage properties and for development on properties included in an area municipality’s Heritage Register.”</p>	No comments/concerns.
76.	<p>The ‘Area of Natural and Scientific Interest’ row in Table 7 is modified by replacing “(earth science)” with “(life science)” where it appears in the Greenbelt and Oak Ridges Moraine Conservation Plan columns.</p>	No comments/concerns.
77.	<p>Table 7 is modified by adding a new column titled, “Provincial Policy Statement” and adding indicator dots in the following rows: Habitat of Endangered and Threatened Species, Fish Habitat, Areas of Natural and Scientific Interest, Significant Valleylands, Significant Woodlands, Significant Wildlife Habitat, and Wetlands. Beside the new indicator dot added for wetlands, include the following note: “(significant wetlands, significant coastal wetlands, coastal wetlands)”</p>	No comments/concerns.

Additional Regional Modification Requests Table – New and/or For Reconsideration

New Regional Modification Requests

It is imperative to incorporate these new modification requests at the time of Ministerial approval to ensure the new ROP is as complete and up-to-date as possible. To receive approval of the new ROP, only to have it go through the administrative exercise of a formal Consolidation would be unnecessarily burdensome and potentially moves completion of an updated ROP to several months after receiving a Final Decision from the Minister on the approval of the new ROP. Not having an up-to-date Consolidation would create challenges should we need to prepare to transition the ROP to our area municipalities as a result of Bills 23 and 185.

Mod. No.	Modification	Regional Comments
I.	<p>Modify Policy 4.1.27 to read as follows:</p> <p>“Allow lands subject to Policy 9.1.2 b) 9.2.12 located within the Uxbridge Urban Area which are currently restricted from development due to servicing capacity constraints, to be considered for development without the need for a comprehensive review of this Plan once a servicing solution is identified, and shall:</p> <p>a) have priority over expansions to the Uxbridge Urban Area; and</p> <p>b) be allocated any additional servicing capacity, in accordance with the relevant policies of the area municipal official plan.”</p>	<p>New Regional modification request:</p> <p>On April 4, 2024, the OLT issued a decision (Case #OLT-22-002958) amending the current in-effect ROP, which has the effect of deleting “Special Study Areas 2 and 3” (formerly SSA 5 and 6) from the ROP and introducing a new “Specific Policy Area E” to apply to lands within the Township of Uxbridge Urban Area.</p> <p>These modifications result in several technical housekeeping changes to update other Special Study Areas, in both ROP policy text and mapping.</p> <p>Draft modifications prepared in April 2024; not previously submitted to MMAH staff.</p>

Mod. No.	Modification	Regional Comments
II.	<p>Delete Policy 9.1.2 sub-section b) as follows:</p> <p>“b) Special Study Areas 2 and 3 apply to lands located within the Uxbridge Urban Area. These areas are considered Future Residential Development in the Uxbridge Official Plan and can be considered for development when the phasing considerations of the Uxbridge Official plan are satisfied. An amendment to this Plan to designate these lands for development shall be subject to the consideration of the following:</p> <p>i) the amount and rate of development that has occurred in the area designated Community Area; and</p> <p>ii) the availability of servicing capacity.”</p>	<p>New Regional modification request:</p> <p>Refer to Mod. I. for background information/justification.</p> <p>Draft modifications prepared in April 2024; not submitted to MMAH.</p>
III.	<p>Modify Policy 9.1.2 sub-section c) and renumber as follows:</p> <p>“e)-b) Special Study Area 4-2 applies to lands designated as Waterfront Area south of Highway 401, west of Courtice Road/Courtice Shores Drive, east of Darlington Provincial Park and north of the Lake Ontario shoreline in the Municipality of Clarington...”</p>	<p>New Regional modification request:</p> <p>Refer to Mod. I. for background information/justification.</p> <p>Draft modifications prepared in April 2024; not previously submitted to MMAH staff.</p>
IV.	<p>Modify Policy 9.1.2 sub-section d) and renumber as follows:</p> <p>“d)-c) Special Study Area 5-3 recognizes the Special Policy Area identified in accordance with the Provincial Policy Statement that applies to lands within the Rapid Transit Corridor, along Highway 2, that are west of Duffins Creek in Ajax and Pickering comprised of historical development within the floodplain...”</p>	<p>New Regional modification request:</p> <p>Refer to Mod. I. for background information/justification.</p> <p>Draft modifications prepared in April 2024; not previously submitted to MMAH staff.</p>

Mod. No.	Modification	Regional Comments
V.	<p>Add new “Specific Policy Area” sub-section “E” and Policy 9.2.12 as follows:</p> <p>“Specific Policy Area E – Uxbridge</p> <p>It is the policy of Council to:</p> <p>9.2.12 Apply this policy to lands within the Uxbridge Urban Area. Development on these lands shall be subject to the availability of servicing capacity. The capacity of municipal services is limited and will be regularly monitored to ensure that development approvals do not exceed available capacity. To manage development in an orderly and sequential manner that efficiently uses existing infrastructure, the Region shall continue to encourage infill development within the Uxbridge Urban Area in accordance with the relevant policies of the area municipal official plan.”</p>	<p>New Regional modification request:</p> <p>Refer to Mod. I. for background information/justification.</p> <p>Please note that the references to “development” and “infrastructure” will be bookmarked to the defined terms within the Glossary of the new ROP.</p> <p>Draft modifications prepared in April 2024; not previously submitted to MMAH staff.</p>
VI.	<p>Add new Policy 10.4.20 sub-section hhh) as follows:</p> <p>“a surplus farm dwelling rendered surplus from the parcel identified as Assessment No.18-17-010-110-06100 located in Part of Lots 7 and 8, Concession 6, former Township of Darlington, in the Municipality of Clarington, subject to the inclusion of the provisions in the zoning by-law to prohibit the construction of any new dwelling on the retained parcel; and the use of the existing barn for housing livestock. In accordance with Provincial and Regional policies, no further severances of the property are permitted;”</p>	<p>New Regional modification request:</p> <p>OPA #197 (Bethesda Ridge Farms) for a surplus farm dwelling in Clarington, as detailed in Commissioner’s Report #2024-P-6 (March 5, 2024).</p> <p>Regional Council’s decision to adopt OPA #197 was deemed final and in full force and effect as of April 23, 2024; this modification was not previously submitted separately to MMAH staff.</p>

Mod. No.	Modification	Regional Comments
VII.	<p>Add new Policy 10.4.20 sub-section iii) as follows:</p> <p>“a surplus farm dwelling rendered surplus from the parcel identified as Assessment No. 1817-030-080-13500 located in Part of Lot 1, Concession 5, in the Municipality of Clarington, subject to the inclusion of the provisions in the zoning by-law to prohibit the construction of any new dwelling on the retained parcel; and the use of the existing barn for housing livestock. In accordance with Provincial and Regional policies, no further severances of the property are permitted;”</p>	<p>New Regional modification request:</p> <p>OPA #198 (Thornlea Holsteins Ltd.) to permit the severance of a farm dwelling rendered surplus as a result of the consolidation of non-abutting farm properties in Clarington, as detailed in Commissioner’s Report #2024-P-8 (April 2, 2024).</p> <p>Regional Council’s decision to adopt OPA #197 was deemed final and in full force and effect as of April 23, 2024; this modification was not previously submitted separately to MMAH staff.</p>
VIII.	<p>Modify Map 1 as follows:</p> <p>Remove “Special Study Area 2” and “Specific Study Area 3” overlays in Uxbridge and replace with a “Specific Policy Area E” overlay.</p> <p>Revise the “Special Study Area 4” overlay in Clarington (Courtice Waterfront Area) to a “Special Study Area 2” overlay.</p> <p>Revise the “Special Study Area 5” overlay in Pickering/Ajax (along a portion of the Highway 2 Rapid Transit Corridor) to a “Special Study Area 3” overlay.</p>	<p>New Regional modification request:</p> <p>Refer to Mod. I. for background information/justification.</p> <p>Draft modifications prepared in April 2024; not previously submitted to MMAH staff.</p>
IX.	<p>Modify Map 2a as follows:</p> <p>Remove “Special Study Area 2” and “Specific Study Area 3” overlays in Uxbridge.</p> <p>Revise the “Special Study Area 4” overlay in Clarington (Courtice Waterfront Area) to a “Special Study Area 2” overlay.</p> <p>Revise the “Special Study Area 5” overlay in Pickering/Ajax (along a portion of the Highway 2 Rapid Transit Corridor) to a “Special Study Area 3” overlay.</p>	<p>New Regional modification request:</p> <p>Refer to Mod. I. for background information/justification.</p> <p>Draft modifications prepared in April 2024; not previously submitted to MMAH staff.</p>

Mod. No.	Modification	Regional Comments
X.	<p>Modify Maps 3a, 3b, 3c, 3d and 3e as follows:</p> <p>Add a “Specific Policy Area E” overlay in Uxbridge.</p>	<p>New Regional modification request:</p> <p>Refer to Mod. I. for background information/justification.</p> <p>Draft modifications prepared in April 2024; not previously submitted to MMAH staff.</p>
XI.	<p>Modify Maps 1, 3a, 3b and 3d as follows:</p> <p>Amend the boundary of the Thornton’s Corners Protected Major Transit Station Area boundary to add lands north of the CP Railway, east of Stevenson Road including but not limited to the existing commercial plaza on the south side of Gibb Street, and as well as a portion of the Oshawa Centre property on the north side of Gibb Street into the PMTSA boundary.</p>	<p>New Regional modification request:</p> <p>Metrolinx completed its Environmental Protection Report (EPR) Addendum in July 2023, which shifted the GO station platform for the Thornton’s Corners PMTSA from the north-south rail spur on the western side of the Council adopted delineation of the PMTSA to the northeastern edge of the adopted PMTSA boundary. As this change occurred shortly after Regional Council approval, it is appropriate to reflect the new walkshed to and from the new platform, while continuing to recognize and exclude environmental features such as floodplains.</p> <p>The Region is currently in discussions with the City of Oshawa regarding this modification and will provide an update once concurrence is reached.</p>

Previously Submitted Regional Modification Requests – For Reconsideration

Mod. No.	Modification	Regional Comments
XII.	<p>Add new Policy 7.4.4 sub-section e) as follows:</p> <p>“7.4.4 Prohibit development and site alteration within the regional natural heritage system, except as permitted by the applicable provincial plans including:</p> <p>c) naturalized stormwater management systems and facilities and passive recreational uses if an approved environmental impact study demonstrates that construction will have no negative impact; and</p> <p>d) new infrastructure if authorized through an Environmental Assessment or it no reasonable alternative location exists and an environmental impact study demonstrates that construction will have no negative impact; and</p> <p>e) notwithstanding a) to d) above, stewardship, conservation, restoration and remediation undertakings, and flood and erosion control projects may be permitted if they are demonstrated to be necessary in the public interest and after all alternatives have been considered.”</p>	<p>Regional modification request to enhance clarity for interpreting when development and site alteration may be permitted within the regional NHS:</p> <p>The adopted ROP, as amended, includes a policy to permit development and site alteration within key natural heritage (KHF) and/or key natural hydrologic features (KNHF) if it is related to stewardship, conservation, restoration and remediation undertakings, and flood and erosion control projects demonstrated to be necessary in the public interest and after all alternatives have been considered (Policy 7.4.11b).</p> <p>However, Policy 7.4.4 prohibits development and site alteration within the regional natural heritage system (NHS), aside from exceptions permitted by the provincial plans. Given that KHF/KNHF make up the majority of the regional NHS, these two policies appear to be conflicting, which is not the intent.</p> <p>As a result, Regional staff recommend this modification to Policy 7.4.4 to provide enhanced clarity for interpreting when development and site alteration may be permitted within the regional NHS – namely to permit stewardship, conservation, restoration and remediation undertakings, and flood and erosion control projects, where appropriate.</p> <p>Modification submitted to MMAH staff on March 20, 2024.</p>

Mod. No.	Modification	Regional Comments
XIII.	<p>Modify Map 1 as follows:</p> <p>Identify the addition of 123 Regional Highway 47 within “Rural Employment Area #2” in Uxbridge.</p>	<p>Regional modification request to enhance clarity and support the implementation of Tribunal decision:</p> <p>On December 23, 2020, the LPAT issued a decision (Case #PL150909) amending the ROP to permit rural employment uses at 123 Regional Highway 47 in Uxbridge. The policy exception was incorporated into the adopted ROP, as amended, as Policy 10.4.25.</p> <p>In an effort to support implementation of this policy exception and enhance clarification within the new ROP, Regional staff requested a modification to Map 1 of the adopted ROP, as amended, to include 123 Regional Highway 47 within Rural Employment Area #2 in Uxbridge.</p> <p>Modification submitted to MMAH staff on November 9, 2023.</p>
XIV.	<p>Modify Map 1 as follows:</p> <p>Adjust the “Employment Area” designation along the southern boundary of the Columbus Planning Area in Oshawa.</p>	<p>The following Regional modification requests (Mods XIII-XV) recommend amendments that are intended to advance and guide the development of a major new residential community in north Oshawa which would result in approx. 369 hectares (912.33 ac.) of land being designated for residential uses, mixed uses, parkland and community uses and the protection of approximately 90 hectares (222.4 ac.) of land in the Columbus Planning Area.</p> <p>Incorporating these Regional modification requests would assist in expediting the Region’s approval of this Part II Plan (secondary plan), which in turn would help the future construction of an estimated 7,000 to 11,000 new residential dwelling units (housing approx. 19,000 to 29,500 residents) anticipated within this new Columbus Planning Area.</p> <p>If the following Regional modification requests are not incorporated at the time of Ministerial approval, the City will be required to more formally apply for a Regional Official Plan Amendment to the brand new ROP, which could extend the completion of an updated ROP an additional 12-18 months after receiving a Final Decision from the Minister on the</p>

Mod. No.	Modification	Regional Comments
		<p>approval of the new ROP. Not having an up-to-date Consolidation would create challenges should we need to prepare to transition the ROP to our area municipalities as a result of Bills 23 and 185.</p> <p>Regional modification request:</p> <p>The City of Oshawa's Columbus Part I OPA #217 made several refinements to land use designations within the City of Oshawa Official Plan Schedule 'A', including conversions of Community Areas to Employment Areas (from "Residential" to "Industrial" in the OOP) along the southern boundary of the Columbus area to reflect realignments to the Future Type 'C' Arterial roads.</p> <p>Modification submitted to MMAH staff on March 20, 2024.</p>
XV.	<p>Modify Map 2a as follows:</p> <p>Refine the "Regional Natural Heritage System" and "Enhancement Opportunity Areas" to reflect changes within the Columbus Planning Area in Oshawa.</p>	<p>Refer to the above rationale to include the following Regional modification request:</p> <p>The City of Oshawa's Columbus Part I OPA #217 made several refinements to the "Natural Heritage System" within the City's Official Plan Schedule 'D-1'.</p> <p>Modification submitted to MMAH staff on March 20, 2024.</p>
XVI.	<p>Modify Map 3b as follows:</p> <p>Remove the east-west "Future Type C Arterial" road, located south of Howden Road from Thornton Road to Ritson Road.</p>	<p>Refer to the above rationale to include the following Regional modification request:</p> <p>The City of Oshawa has requested that the Region amend the ROP to implement the City's proposed amendment to redesignate the east-west Type 'C' Arterial road, located south of Howden Road from Thornton Road to Ritson Road, to two off-set Collector roads in both OPA #217 (OOP Schedule 'B') and #218 (Columbus Planning Area Schedules "A" and "B").</p> <p>Modification submitted to MMAH staff on March 20, 2024.</p>



The Regional Municipality of Durham Report

To: Planning and Economic Development Committee
From: Commissioner of Planning and Economic Development
Report: #2024-P-12
Date: June 4, 2024

Subject:

Ontario Northlander Station Strategic Case, in Beaverton (Township of Brock)

Recommendation:

That the Planning and Economic Development Committee recommends to Regional Council:

- A) That the Ontario Northlander Station Strategic Case in Beaverton prepared by WSP Inc. on behalf of the Region be endorsed, and that staff be directed to engage with the Ontario Ministry of Transportation, Ontario Northland and Township of Brock Council and staff, to further develop the station concept and service;
 - B) That Regional staff be directed to develop a satisfactory financing and implementation proposal with the Township of Brock, Ontario Ministry of Transportation, and Ontario Northland, for a new Beaverton Ontario Northland station, and report back in the fall of 2024 with a recommended proposal for Finance and Administrative Committee's endorsement, prior to proceeding to Regional Council for approval.
 - C) That a copy of this report be provided to the Ontario Ministry of Transportation, Ontario Northland and the Township of Brock.
-

Report:

1. Purpose

1.1 This report summarizes the work undertaken by the Planning Division's

Transportation Planning staff in coordination with Township of Brock staff, to develop a strategic case and identify possible station locations for a new passenger rail station in Beaverton as part of the Ontario government's re-launch of the Ontario Northlander rail service from Toronto to Cochrane. The strategic case also serves to highlight the benefits of enhancing inter-regional connectivity of an Ontario Northlander station in Beaverton, which was not considered as part of the Metrolinx Initial Business Case process.

2. Background

2.1 The following provides a brief history of passenger railway service in Beaverton:

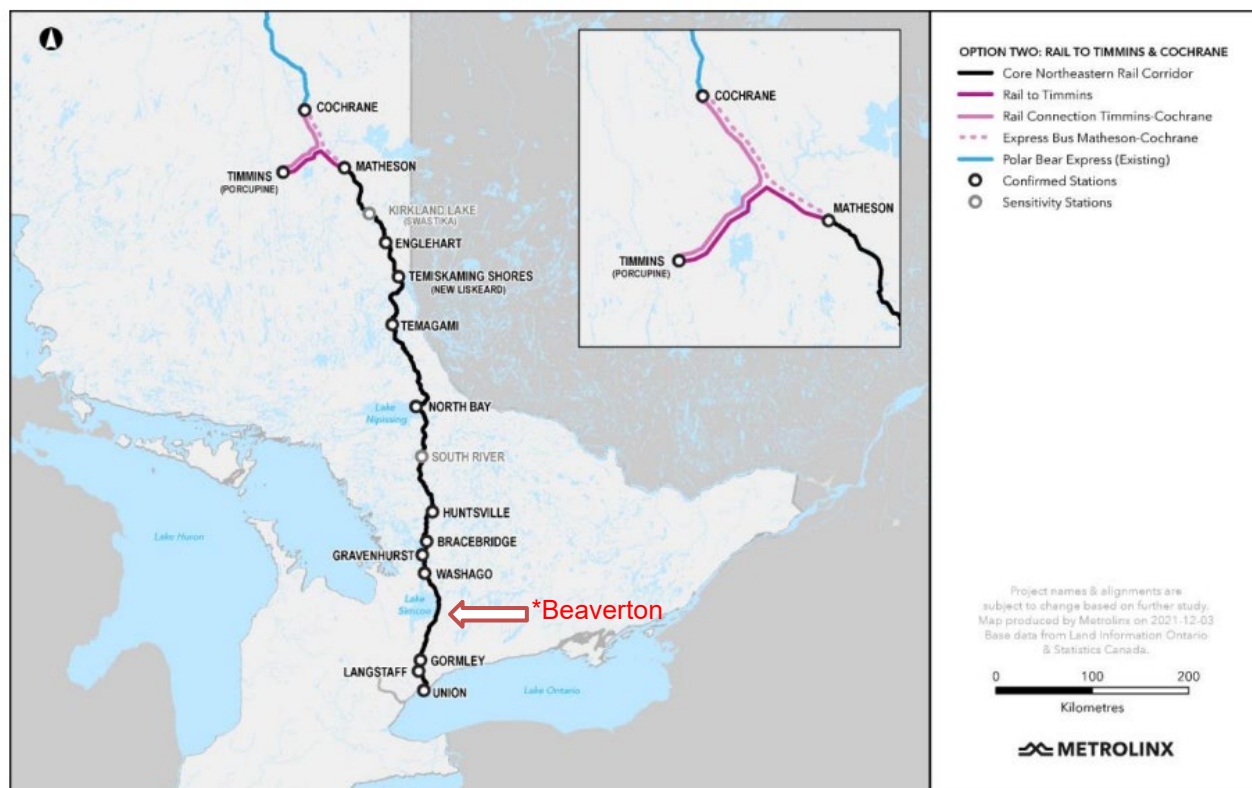
- a. In 1906, the Canadian Northern Railway reached Beaverton, with a passenger station at the end of King Street West. The new station gave Beaverton a quicker way to reach Toronto as well as northern Ontario.
- b. From 1978 to 1990, the Ontario Northland Transportation Commission (Ontario Northland) and VIA Rail (which was formed in 1977) jointly operated the Toronto to Kapuskasing route, called the "Northland" route, which provided service to Beaverton daily in each direction of travel. During this period of operation, the Beaverton station building was not properly maintained. Unfortunately, it was allowed to deteriorate to an unsafe condition and was boarded up in the early 1980s. A temporary shelter was subsequently constructed by VIA Rail adjacent to the station.
- c. In 1990, passenger rail service to Beaverton was discontinued and the temporary shelter was removed. The former Beaverton station building was demolished a few years later.
- d. In 2012, Ontario Northland discontinued the Northlander route from Toronto to Cochrane. It was replaced with bus service operated by Ontario Northland on Highways 11 and 400.
- e. In May 2021 the Provincial government announced plans to reinstate the former "Northlander" route, referred to as the Northeastern Passenger Rail Service, from Toronto to Cochrane on the Canadian National Railway (CNR) Bala line, which bisects Beaverton.

2.2 In May 2021, an Initial Business Case (IBC) was prepared by Metrolinx on behalf of Ontario Northland. Although the IBC noted that the capital investment and operational costs well exceeded the economic benefits resulting from the project, there are strategic benefits to providing the service that improve transportation connectivity/reliability, quality of life, support regional development and promote a sustainable environment. It was also announced that \$5 million was committed to

support planning and design work to reinstate the passenger route.

- 2.3 In April 2022, an Updated IBC was released with a recommended service option for the Northeastern Passenger Rail Service. The province announced \$75 million of committed funding to restore the service. This funding was also reflected in the 2022 Ontario Budget, and is for all required capital items (e.g., trains, passing track and stations).
- 2.4 On December 15, 2022, the Provincial government announced the purchase of three new trainsets from Siemens Mobility Limited for the return of the Northlander service. Ontario Northland is moving forward to implement next steps, including detailed design and engineering, environmental assessment, Indigenous and municipal engagement, and procurement and construction related to station and track improvements.
- 2.5 As identified in the Updated IBC, the preferred route – from Toronto to Timmins with a rail connection to Cochrane – includes 16 stops, 13 of which were serviced by the former Northlander prior to the discontinuation of service in 2012. To accommodate a launch of service in the mid-2020s, additional stops along the route are being considered as part of Ontario Northland's longer-term operational plan (See Figure 1). Due to the lack of a functioning station stop, a stop in Beaverton was not included/considered as part of the Metrolinx updated IBC process.

Figure 1: Northeastern Passenger Rail Service IBC Preferred Service Option



Source: Updated IBC, Metrolinx, 2022

3. Opportunity for Beaverton, Township of Brock

- 3.1 In 2023, the Region retained WSP Inc. in consultation with the Township of Brock and Durham’s Rapid Transit Office to develop a strategic case to identify the benefits of a new station in Beaverton. The work included analyzing the context and opportunities for a new passenger rail station, as well as provided a preliminary assessment of several potential station sites within Beaverton.
- 3.2 WSP Inc. analyzed and explored three areas of Beaverton. Figure 2 identifies the general areas explored for potential station locations, while Attachment #1 provides more detailed information on the station site locations alternatives that were evaluated.

Figure 2: Areas Explored for a new Station in Beaverton



Source: Beaverton Station Strategic Case, 2024

3.3 Durham Region and Township of Brock staff reviewed the evaluation, and Sites 1B and 2A were selected as the preferred options to recommend to MTO to carry forward for further review. Two conceptual designs were progressed for the two locations and are included in Attachment #2 and #3.

3.4 Infrastructure requirements for a Beaverton Ontario Northlander station are based on a typical base station layout as noted in the Northeastern Passenger Rail Service IBC and include:

- A single 50 metre side-rail platform;
- Heated station shelter;
- Passenger information displays;
- CCTV monitoring; and
- 10-20 parking spaces, including accessible stalls.

- 3.5 Based on a review of the IBC and complementary Canadian business cases alongside professional experience, WSP estimates the capital cost for such a facility ranges between \$1-3M, excluding parking facilities. Costs are preliminary estimates and will vary depending on context.
- 3.6 A high-level assessment of the site locations was developed as part of the concept plans. The focus was to provide a qualitative comparison between the designated sites. A detailed site assessment, to include engineering and environmental considerations would be required if further evaluation of the sites moves forward. The criteria for the evaluation and summary are:
- Property suitability;
 - Forecasted population and employment;
 - Existing road network and integration;
 - Connectivity and pedestrian walkability;
 - Strategic opportunities; and
 - Costs.
- 3.7 A new Beaverton Ontario Northlander station would improve inter-regional mobility and access to an additional 26,000 residents and 5,400 jobs within a 20 km radius (15-minute drive) currently and 53,000 residents and 12,000 jobs by 2051, including:
- a. Reducing transit travel time to Union Station by 66% from approximately 5.5 hours to 1.75 hours;
 - b. Improving transportation connections for people and moving goods more efficiently by connecting Downtown Beaverton and surrounding northern York and Durham regions to Richmond Hill and Downtown Toronto with daily rail service;
 - c. Providing greater travel time certainty and increasing access to recreational properties and tourism opportunities near southeast Lake Simcoe for GTA residents; and
 - d. Expanding access to jobs, shopping, health services, and entertainment for northern York and Durham Region residents.
- 3.8 It is recommended that the Ontario Northlander Station Strategic Case for Beaverton, Township of Brock be endorsed, and that staff be directed to engage with the Ontario Ministry of Transportation, Ontario Northland and Township of Brock Council and staff, to further develop the station concept and service.

- 3.9 It is also recommended that Regional staff in coordination with the Township of Brock engage with MTO and Ontario Northland to discuss a financial and implementation proposal for a preliminary estimate of a \$1M to \$3M station facility.

4. Relationship to Strategic Plan

- 4.1 This report aligns with the following strategic goals and priorities in the Durham Region Strategic Plan:
- a. Goal 1, Environmental Sustainability: Objective 1.5: Expand sustainable and active transportation.
 - b. Goal 2, Community Vitality: Objective 2.5: Build a healthy, inclusive, age-friendly community.
 - c. Goal 3, Economic Prosperity: Objective 3.3: Enhance communication and transportation networks to better connect people and move goods more efficiently.

5. Conclusion

- 5.1 A new Ontario Northlander train station at Beaverton will help to achieve the Region's and the Township of Brock strategic and economic goals of expanding transportation options for residents and businesses, including the potential to enhance tourism in Brock and surrounding areas, and to help support the revitalization efforts in central Beaverton.
- 5.2 A new station also supports Regional Council's transportation objectives which call for strengthening the bond between land-use and transportation, elevating the role of integrated public transit, promoting sustainable travel choices, and investing strategically in the transportation system.

6. Attachments

- Attachment #1: Station Site Areas Explored
- Attachment #2: Preferred Option Site – 1B (Victoria/Ethel Park), Site Layout 1 & 2
- Attachment #3: Preferred Option Site – 2A (Simcoe/Main), Site Layout 1 & 2
- Attachment #4: Beaverton Station Strategic Case

Respectfully submitted,

Original signed by

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

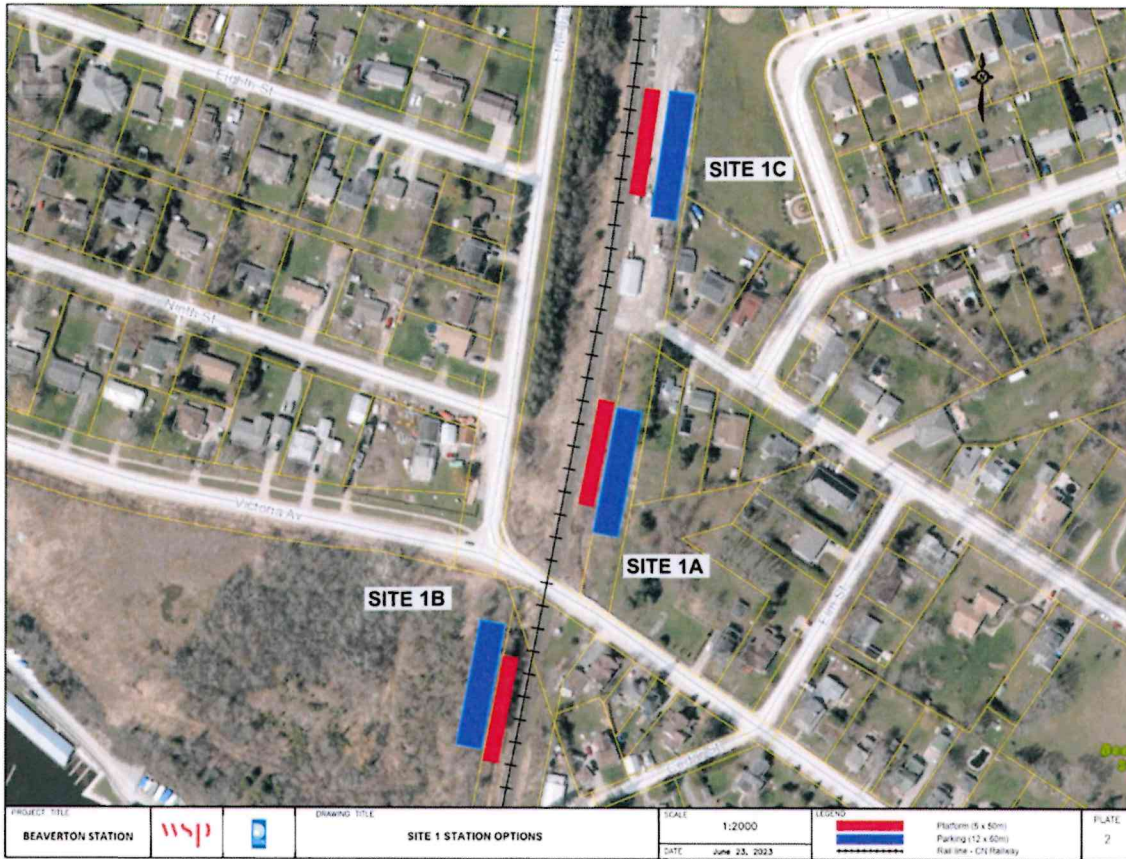
Recommended for Presentation to Committee

Original signed by

Nancy Taylor for
Elaine C. Baxter-Trahair
Chief Administrative Officer

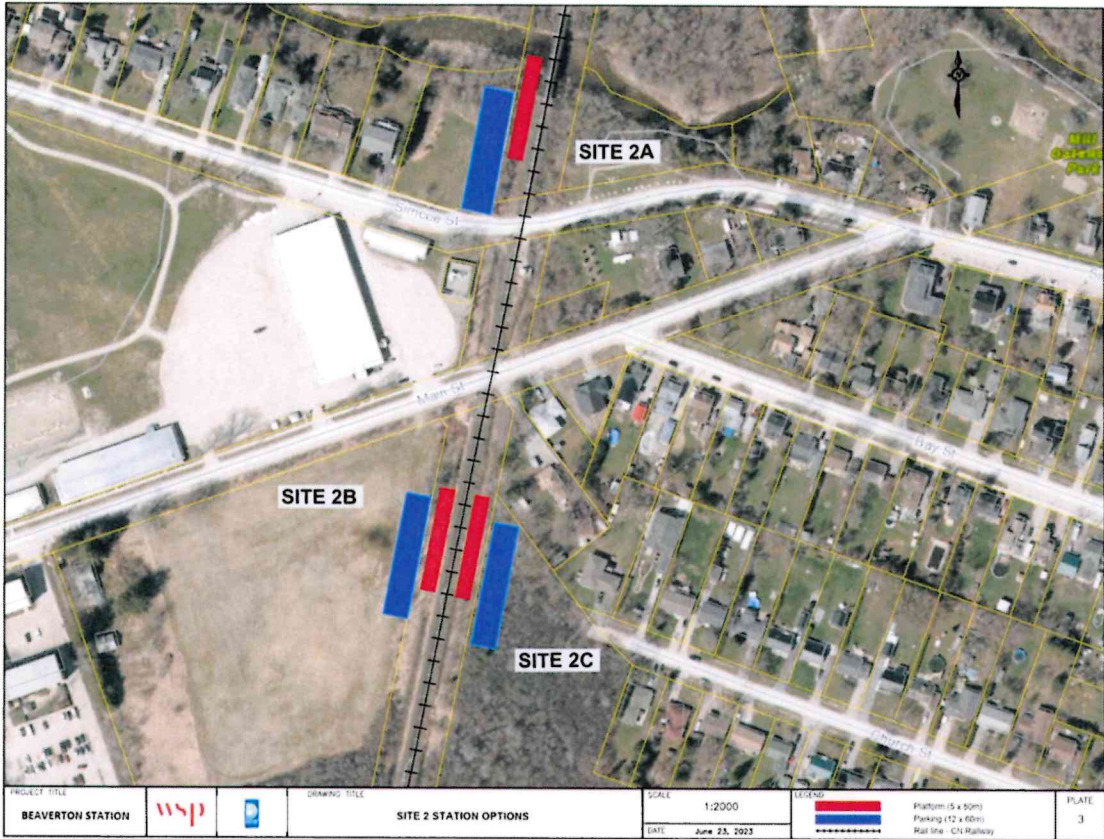
Attachment #1: Station Site Areas Explored

Figure 3: Site One Station Options



Source: Beaverton Station Strategic Case, 2024

Figure 4: Site Two Station Options

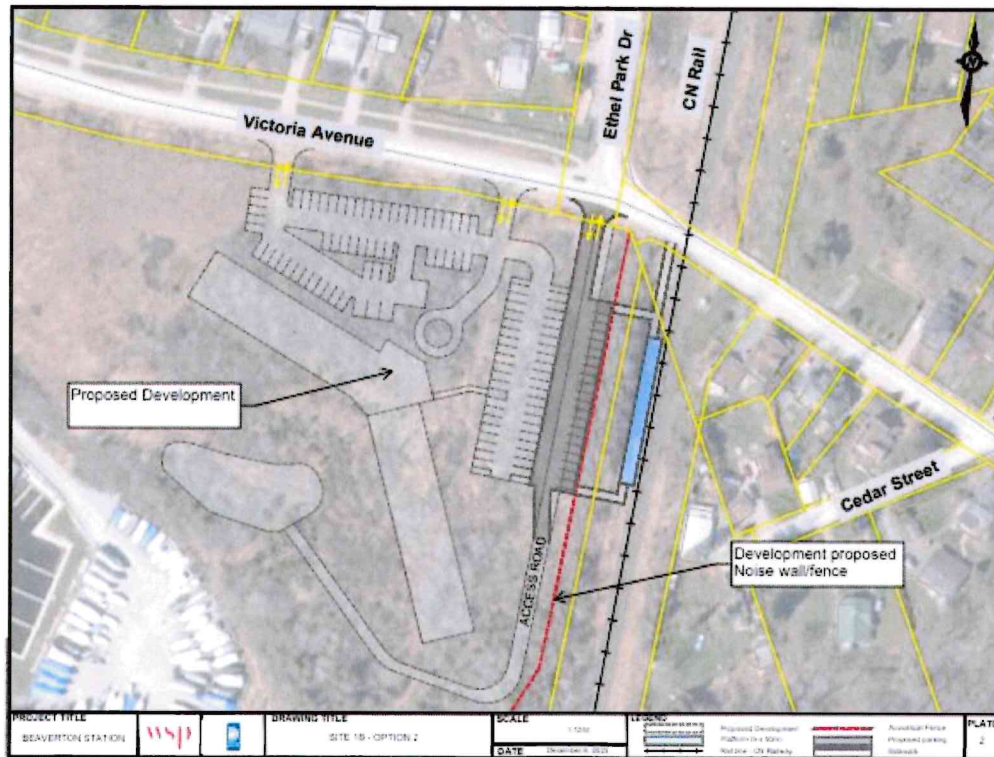
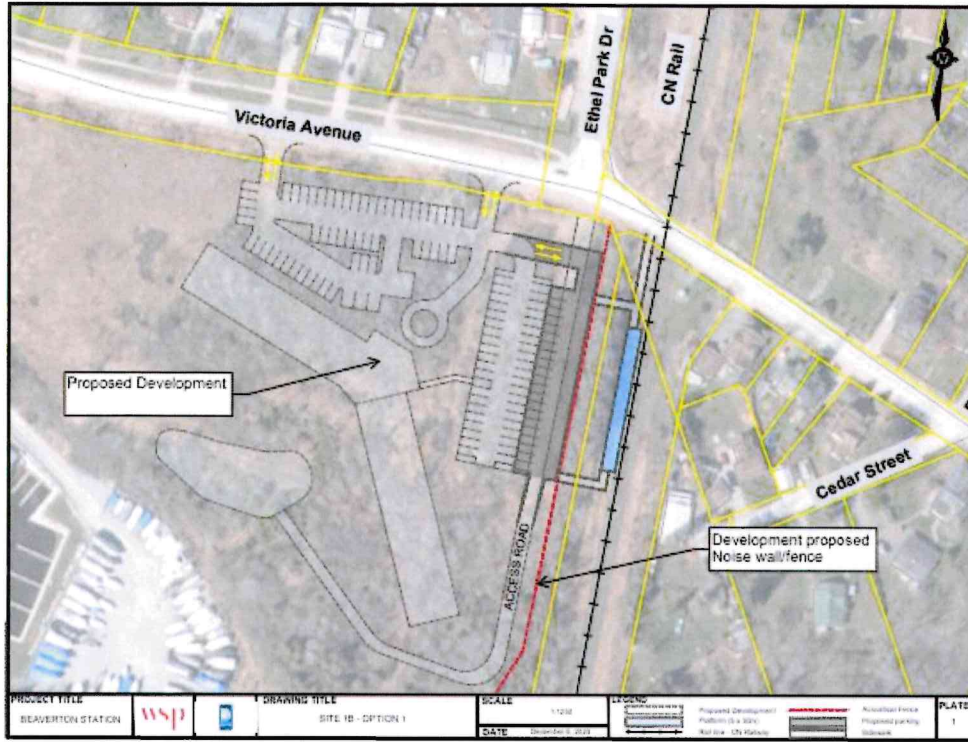


Source: Beaverton Station Strategic Case, 2024

Figure 5: Site Three Station Option

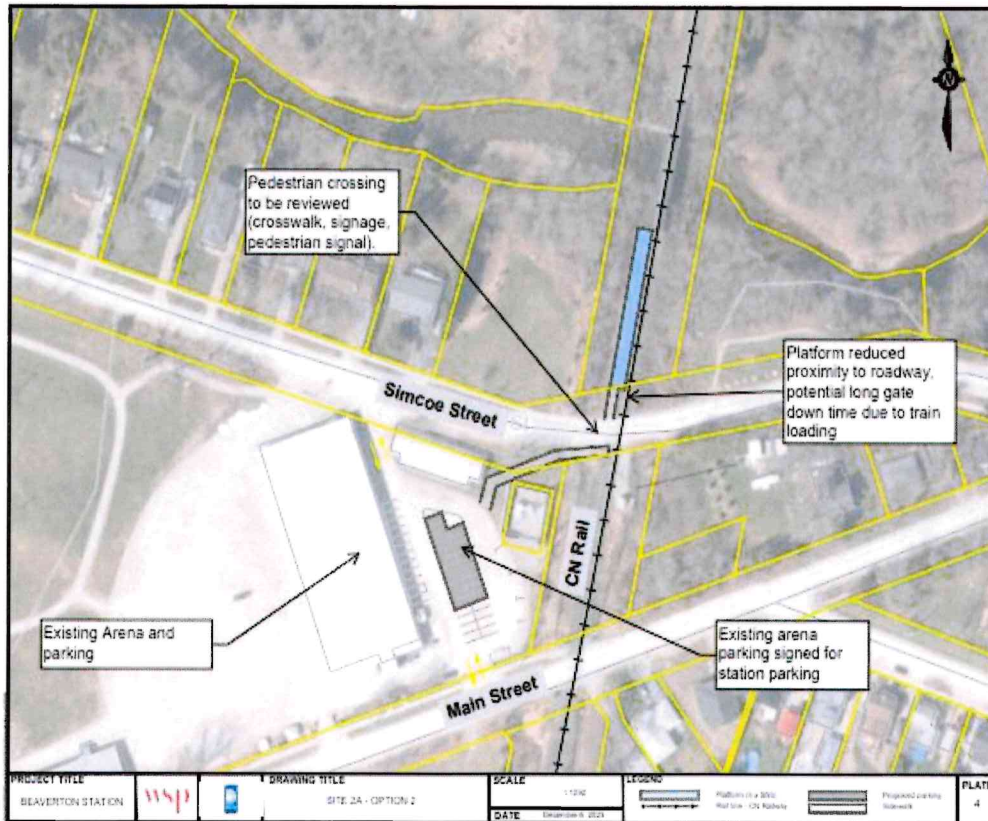
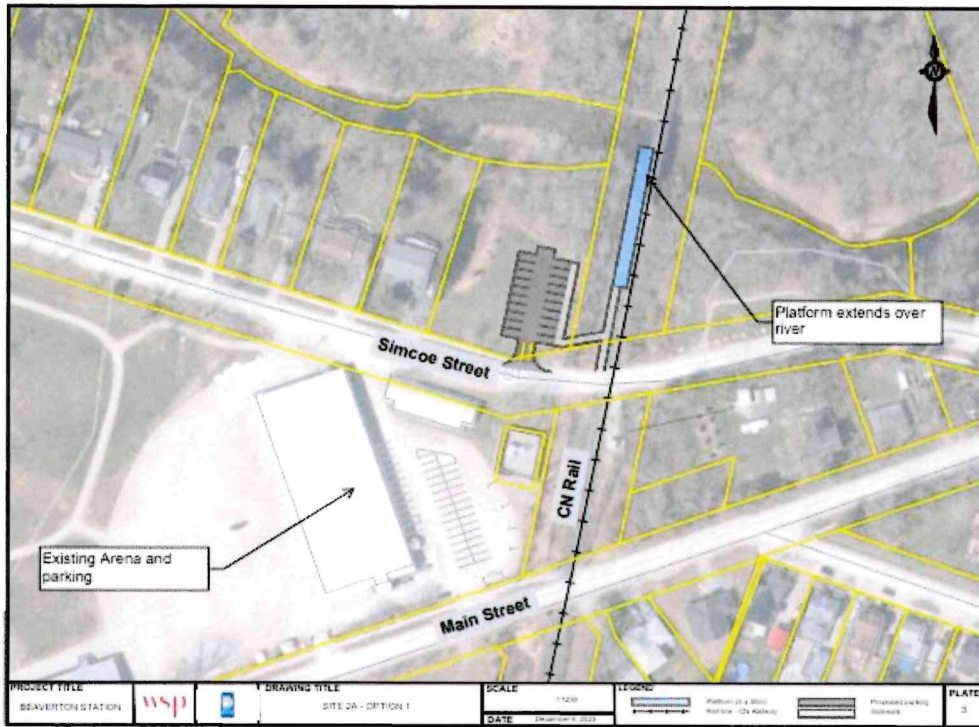


Attachment #2: Preferred Option Site – 1B (Victoria/Ethel Park), Site Layout 1 & 2



Beaverton Station Strategic Case, 2024

Attachment #3: Preferred Option Site – 2A (Simcoe/Main), Site Layout 1 & 2





Regional Municipality of Durham

Beaverton Station Strategic Case

Final | February 2024





Table of Contents

1	Introduction	3
2	Context	3
2.1	Rail Network	3
2.1.1	VIA Rail.....	4
2.1.2	Ontario Northland	5
2.2	Existing Context.....	10
2.2.1	Demographics and Land Use.....	10
2.2.2	Transportation Network.....	18
2.3	Opportunity Statement	22
2.4	Case for Change	22
3	Option Development and Description	26
3.1	Demographic Projections and Background Network Assumptions.....	26
3.2	Business as Usual (BAU).....	27
3.3	Beaverton Station Scenarios	27
4	Strategic Case	29
4.1	Impact Assessment.....	29
4.1.1	Connectivity.....	29
4.1.2	Ridership.....	31
4.1.3	Trip Distribution	33
4.2	Strategic Alignment with Rail Service Reinstatement.....	34
4.3	Strategic Alignment with Provincial, Regional and Municipal Plans	35
5	Site Options Evaluation.....	39
5.1	Option Development	40
5.2	Methodology and Assessment	43
6	Conclusion.....	48



List of Tables

Table 1. Existing and future population and jobs within the travelshed	16
Table 2. Summary of Key Drivers.....	23
Table 3: Scenario Descriptions.....	28
Table 4: In-Vehicle Transit Travel Times to Richmond Hill Centre and Union Station	31
Table 5: Average Weekday Activities at Beaverton Station (Durham Region Model)	31
Table 6: Average Weekday Activities at Beaverton Station (IBC Population Expansion Method).....	32
Table 7: Beaverton Ridership relative to Projected Line Ridership	33
Table 8: SB Distribution of Trips Originating at Beaverton	34
Table 9: Beaverton Station Alignment with Ontario Northland Rail Reinstatement Strategic Objectives	34
Table 10: Strategic Alignment with Provincial Plans and Policies	35
Table 11: Strategic Alignment with Durham Region and Brock Township Plans and Policies.....	37
Table 12: Qualitative Comparison Between Designated Sites	44

List of Figures

Figure 1: VIA Rail Route Map	5
Figure 2: Historic Beaverton Station and Station Site.....	6
Figure 3: IBC Preferred Service Option	9
Figure 4: GGH Reference, High, and Low Population 1991-2051	10
Figure 5: Region of Durham Population Breakdown	11
Figure 6: Durham Region Population and Employment Growth Projections to 2051	12
Figure 7: Population Growth to 2051 in Beaverton and Surrounding Areas	14
Figure 8: Employment Growth to 2051 in Beaverton and Surrounding Areas	15
Figure 9: Stations and Populations along the Northlander Corridor (2021).....	17
Figure 10. Daily Trips by Mode (Region of Durham).....	18
Figure 11: Durham Region Transit On-Demand Service	20
Figure 12: Brock Township External Trip Destinations and Mode Shares.....	21
Figure 13: Comparative In-Vehicle Transit Travel Times (Beaverton to GTA).....	30
Figure 14: Beaverton Station Site Alternatives	42

List of Appendices

Appendix A – Analysis Specifications

Appendix B – Station Site Locations and Concepts



1 Introduction

Beaverton (population 3,300) is a community in Brock Township in the Regional Municipality of Durham, located near the east shore of Lake Simcoe. From 1906 to 1990, rail service linked the community to Toronto and northern Ontario along the CNR Bala Line, with a station in the heart of community's core. Following the decommissioning of Beaverton station in 1990, Ontario Northland trains continued to pass through Beaverton until 2012, when service along the line was discontinued.

The Province of Ontario has announced its intention to restore rail service along the Northeastern Rail corridor route, previously operated by Ontario Northland. Daily ridership for reinstated service along the Toronto to North Bay segment is projected at 120 to 130 on opening day, growing to between 150 to 170 by 2041. The current reinstatement scheme, however, does not include a stop between Richmond Hill and Washago, a distance of 110km.

This report presents a strategic case for an additional rail station in Beaverton along Ontario Northland's reinstated route. The narrative is organized around seven sections including the Introduction. The second section presents the context and the opportunities provided by the reinstated rail service in relation to the proposed rail station and highlights the Case for Change; the third chapter defines the scenarios for assessing a rail station; the fourth, details the strategic case for a rail station in Beaverton. The fifth section provides a preliminary assessment of the candidate station sites. The final section summarizes the analysis and concludes the report.

2 Context

2.1 Rail Network

The Northeastern Rail corridor, travelling between Toronto Union and its northern termini at Timmins and Cochrane is approximately 460 miles (740 km) long. The corridor is primarily used for freight, with limited passenger rail services. CN operates freight rail services on the Newmarket and Bala Subdivisions. Passenger rail operates along the southern portion of the corridor, with GO Transit operating its Richmond Hill Line between Gormley and Union Station and VIA operating along the corridor between Union Station and Washago.

The hamlet of Beaverton is located along a portion of the corridor known as the Bala Subdivision, which is owned by CN Rail.



2.1.1 VIA Rail

VIA Rail is an independent non-agent Canadian Crown Corporation that operates 12,500 km of intercity passenger rail serving over 400 communities nation-wide. At present, VIA Rail's trans-continental "Canadian" service currently operates through Beaverton without stopping (**Figure 1**). Passenger trains travel through the community twice a week, with days differing based on direction.



Figure 1: VIA Rail Route Map



Image Source: VIA Rail (February, 2024)

2.1.2 Ontario Northland

Ontario Northland is a Provincial agency providing motor coach, passenger rail, and rail freight services to, from, and within Northern Ontario, connecting Toronto to cities and First Nations communities in the north. Until 2012, Ontario Northland operated daily rail service that passed through Beaverton, though trains have not stopped in the community since 1990. The historic rail station, pictured in **Figure 2**, was located on King St West, on lands currently owned by CN. The station house and associated infrastructure have been demolished and are no longer located on the former site. Ontario Northland buses do not route through the Beaverton area, and instead use Highway 400 via Barrie to connect Toronto to Northern Ontario communities.

Figure 2: Historic Beaverton Station and Station Site



Source: Ross Gray Collection (Toronto Railway Heritage Association)





In May 2021, an Initial Business Case (IBC) was published by Metrolinx on behalf of Ontario Northland that established the need for rail service between Toronto and Northern Ontario (the *Northeastern Passenger Rail Service*). Four strategic benefits were identified that support the reinstatement of rail service. These include:

- 1 Improving transportation connectivity and accessibility of urban centres in Northern Ontario;
- 2 Improving the quality of life and opportunities for local residents; and,
- 3 Supporting regional development, and
- 4 Promoting a sustainable environment.

The recommended service option, as displayed in **Figure 3**, was highlighted in an updated IBC published in April 2022. This recommendation has been supported by the Provincial government with \$75 million of committed funding for service restoration.

The service recommendation identifies four to seven trains per direction per week, based on seasonal demand, from Toronto to Timmins with additional rail connectivity to Cochrane. Ridership by rail over the entire route is estimated at 39,000 – 60,000 passengers per year by 2041 (approximately 165 passengers per day OR 80 passengers per train trip, assuming 7 train trips per week per direction). Line ridership between Toronto and North Bay is estimated at 28,000 – 31,000 passengers per year by 2041 (approximately 120 passengers per day). The route includes three stations within the GTHA at Union Station (Toronto), Langstaff (Richmond Hill), and Gormley (Richmond Hill), with the next stop at Washago (Township of Severn) in Simcoe County.

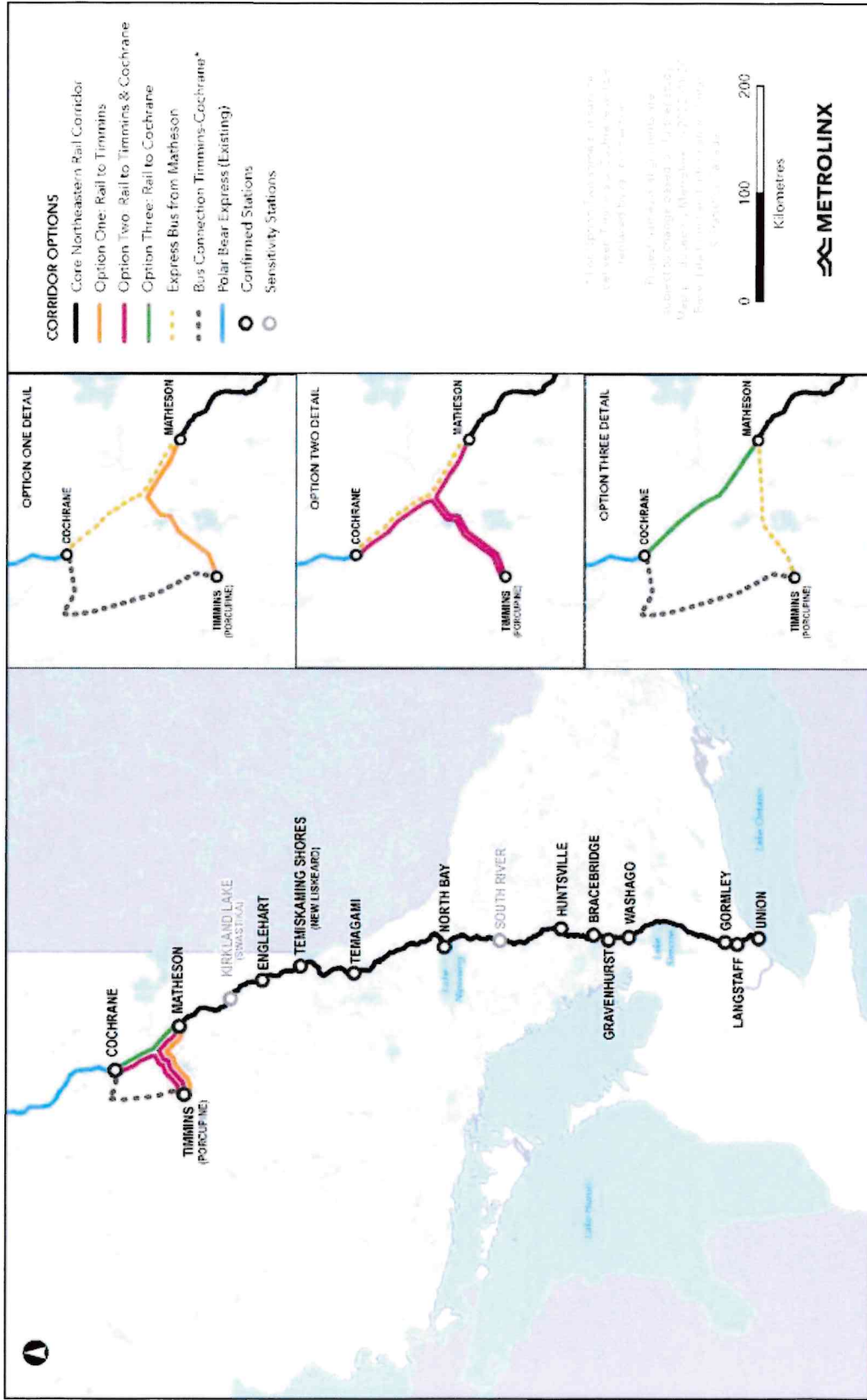
No station-stop is currently identified for Beaverton, as Ontario’s Ministry of Transportation (MTO) recommended locations based on stations that were in service when the rail line was last operational. The distance between the Gormley and Washago Stations is approximately 110 km, with Beaverton roughly halfway between them. Critically, without a stop in Beaverton, Northern Durham and York Region as well as portions of Kawartha Lakes remain unserved by the Provincial investment.

As further expanded upon in **Section 2**, a significant number of Beaverton residents can be served through revived rail service both under existing and future conditions. Within the immediate Beaverton area, a station would serve 6,100 residents and 1,900 jobs at present, and 7,700 residents and 3,000 jobs by 2051. Revived rail service in Beaverton has the potential to provide a range of opportunities for the community, northern Durham Region and adjacent areas. Within a 20km radius around Beaverton, a rail station can service 26,000 residents and 5,370 jobs at present, and 53,000 residents and 12,000 jobs by 2051. A rail station in Beaverton allows



for higher-order transit to serve the area, providing north Durham, north York Region and western Kawartha Lakes residents with improved access to Toronto and promoting tourism to the region.

Figure 3: IBC Preferred Service Option





2.2 Existing Context

2.2.1 Demographics and Land Use

Greater Golden Horseshoe

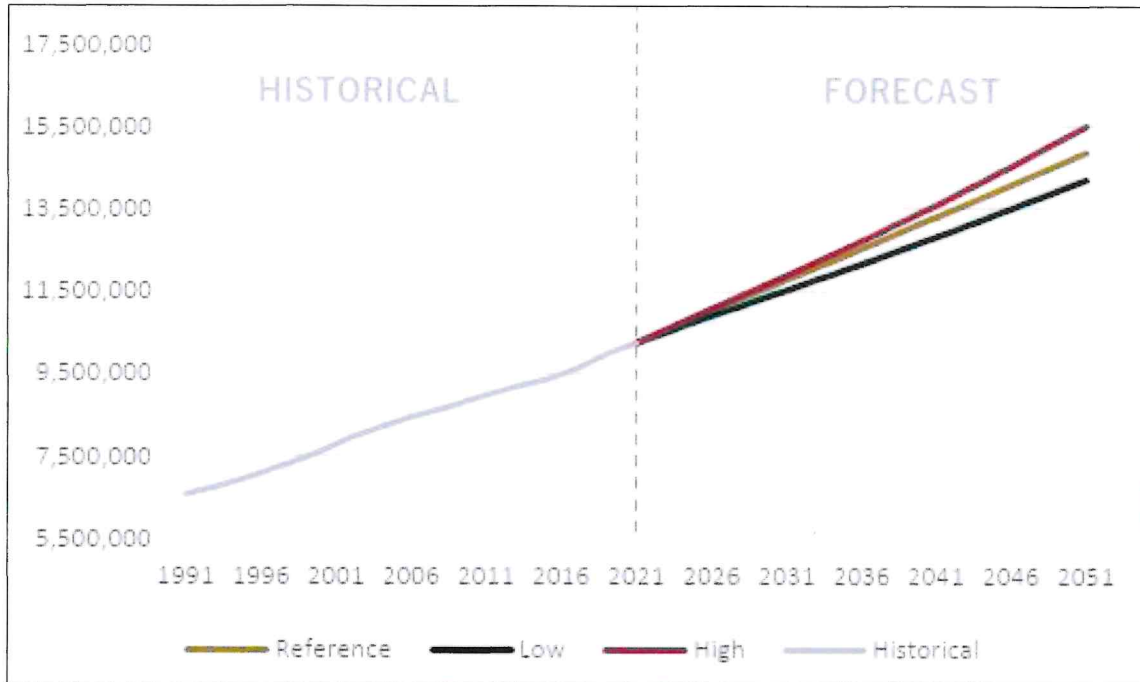
The Greater Toronto and Hamilton Region (GTHA) is Canada's most populous urban area. In 2021 the GTHA supported a population of nearly 7.7M people and 3.8M jobs¹. The Greater Golden Horseshoe (GGH), which includes the GTHA, had a population of 10.2M in 2021, representing over 20% of Canada's population, and supported 4.8M jobs.

The GGH area has seen sustained rapid growth over the past 35 years, with overall growth averaging 2.1% annually. Going forward, projections prepared by Hemson Consulting anticipate an additional 4.6M people and 2.2M jobs by 2051 for a total of 14.9M people (**Figure 4**) and 7.0M jobs.

¹ Greater Golden Horseshoe: Growth Forecasts to 2051. *Hemson Consulting* (August, 2020).



Figure 4: GGH Reference, High, and Low Population 1991-2051

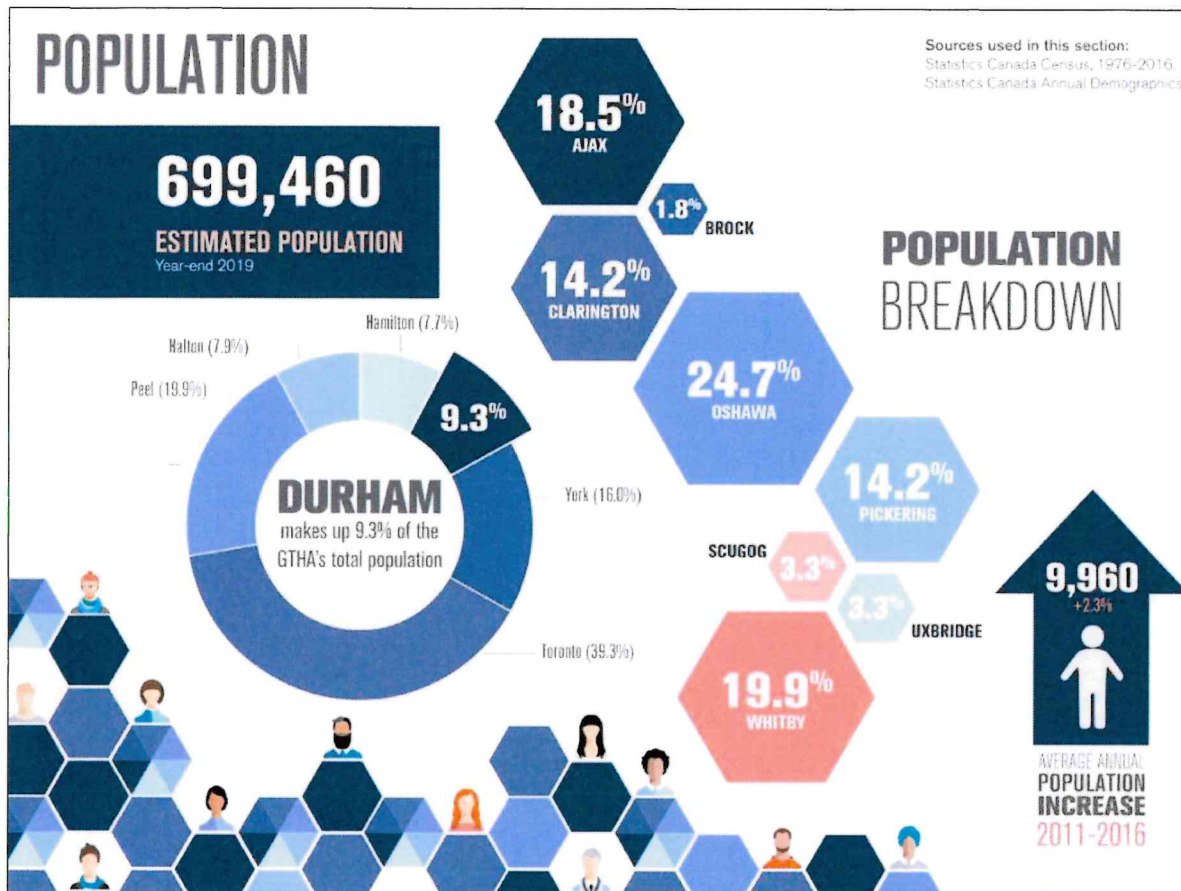


Source: Hemson Consulting

Durham Region

As shown in **Figure 5**, Durham Region represents 9.3% of the GTHA's overall population and supported a 2019 population of approximately 700,000.

Figure 5: Region of Durham Population Breakdown

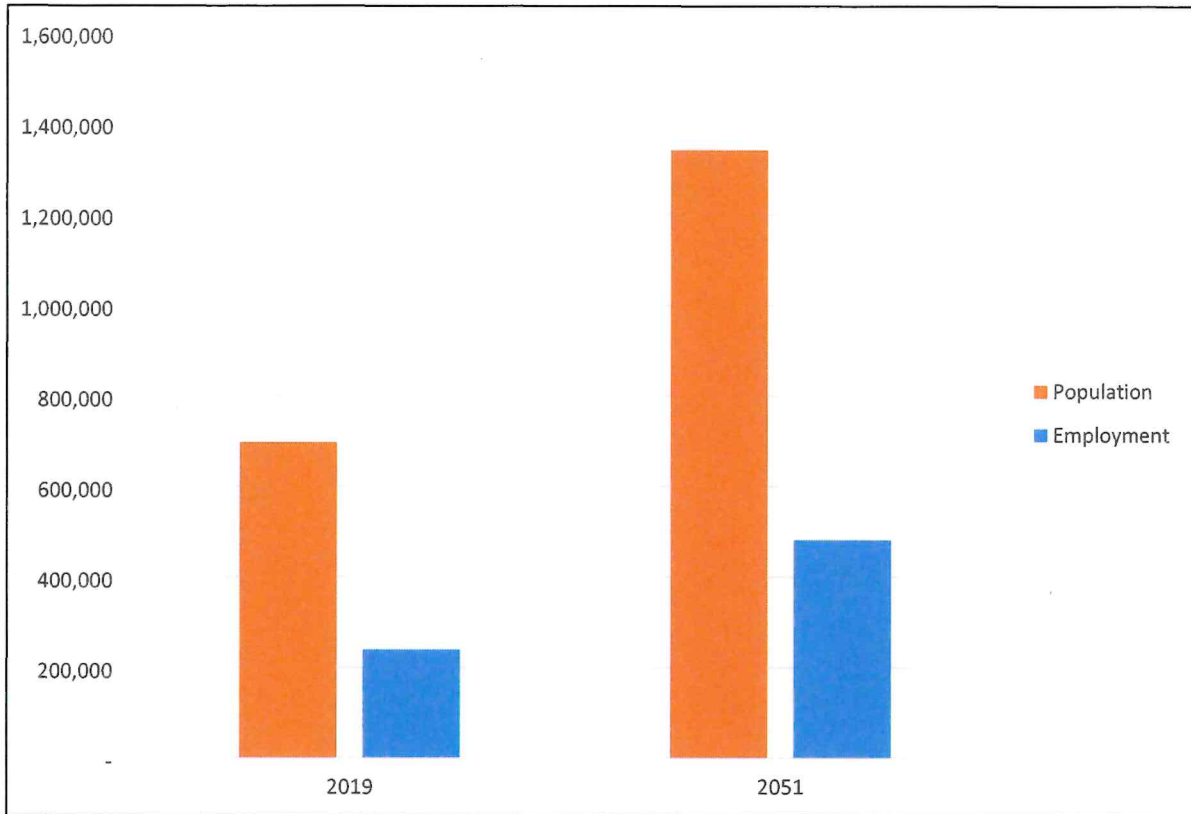


Source: Durham Region Profile Infographic Summary

The Region has grown appreciably faster than the overall GGH over the past 35 years, with growth rates averaging 3.3% annually. Under a high growth scenario, population and employment is projected to continue to grow by 2.9% and 3.5% annually, respectively, resulting in 1.3M people and 480,000 jobs by 2051, which is a near doubling of existing population and employment as shown in **Figure 6**.



Figure 6: Durham Region Population and Employment Growth Projections to 2051



Brock Township and Beaverton

In 2021, Brock Township had a population 12,600 and an employment base of 3,700 jobs. Approximately 26% of the Township’s population is located in Beaverton, which in 2021 housed 3,300 people. The Township skews toward an older demographic, with 22% of the population aged 65 years or older (compared to 17.4% in the GTA). The average age of Brock residents is 44, compared to 40.7 in the GTA.

In 2020, 44% of the Township’s population lived in rural areas and 56% lived in one of the three urban townships: Beaverton, Cannington and Sunderland². Out of the three, Beaverton has the highest population share. A preliminary review of the Brock Township’s Official Plan (OP) was



conducted to understand the land use planning context and population projections. The following key takeaways were identified²:

- The majority of the population is expected to remain in the Township's urban areas;
- Majority of the development will occur within urban areas, with some extension to rural areas. Rural shoreline residential areas and hamlets will have minimal growth;
- The continuation of commercial and employment opportunities within urban communities such as Beaverton are supported; and,
- Transportation investments will be planned for when such investments are supportive of economic growth.

According to projections noted in Durham Region's *Growth Management Study (2022)* prepared by Watson & Associates³, Brock Township's 2051 trendline population is estimated to grow to 20,900, a growth of 8,300 from 2021, while employment is estimated to grow to 7,400, a growth of 3,700 from 2021.

Long-range population and employment growth in the Beaverton area are displayed in **Figure 7** and **Figure 8**. As displayed, growth in Brock Township is mainly restricted to urban areas (such as Beaverton) because of its location in the Greenbelt; additionally, significant growth is identified for areas immediately outside Brock Township, beyond the Greenbelt.

² [Official Plan Section 1-3 \(townshipofbrock.ca\)](#)

³ [Durham Region Growth Management Study \(GMS\) – Phase 2 \(Area Municipal Growth Allocations and Land Needs, 2051\)](#)

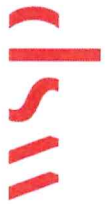


Figure 7: Population Growth to 2051 in Beaverton and Surrounding Areas

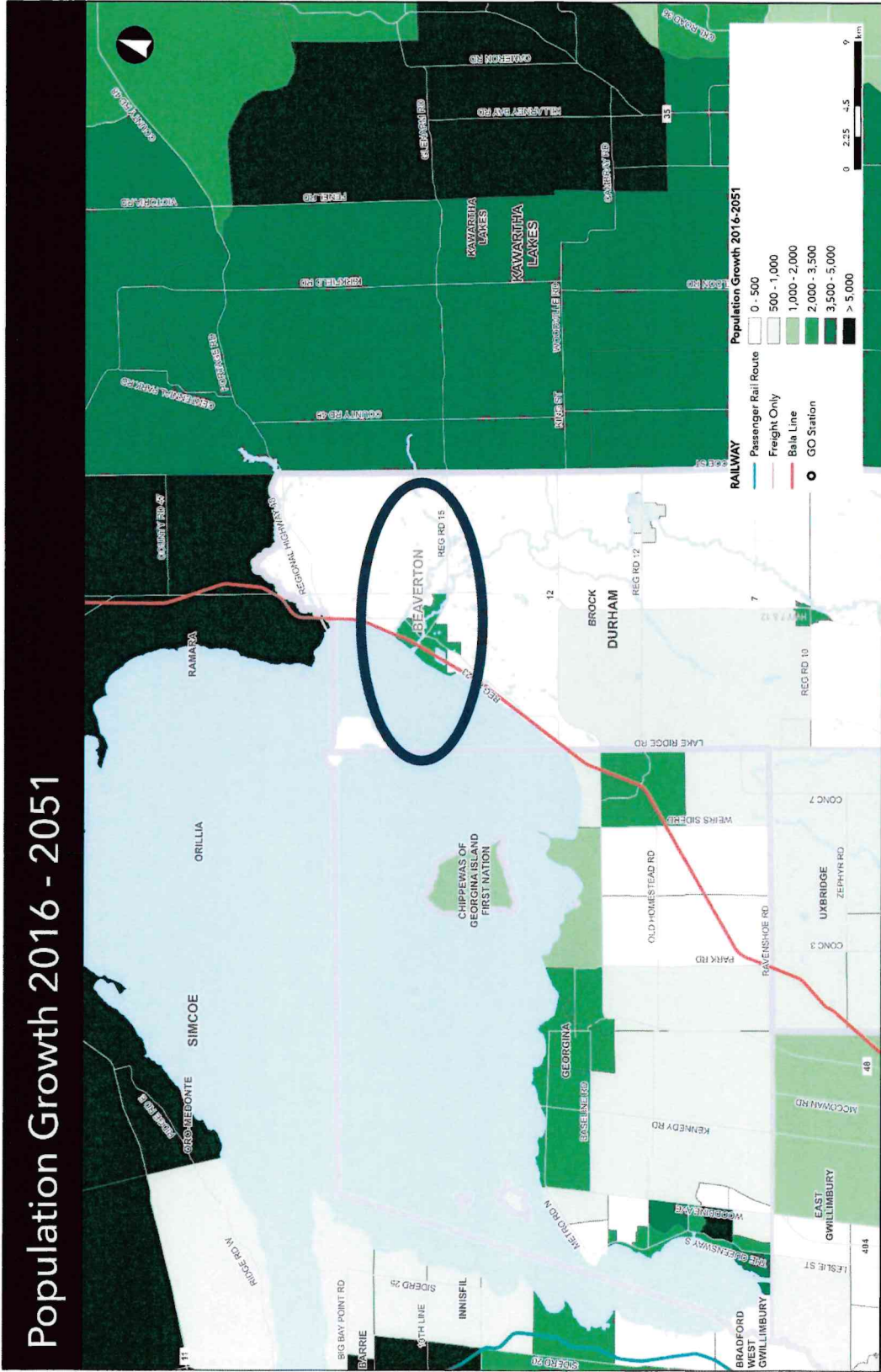
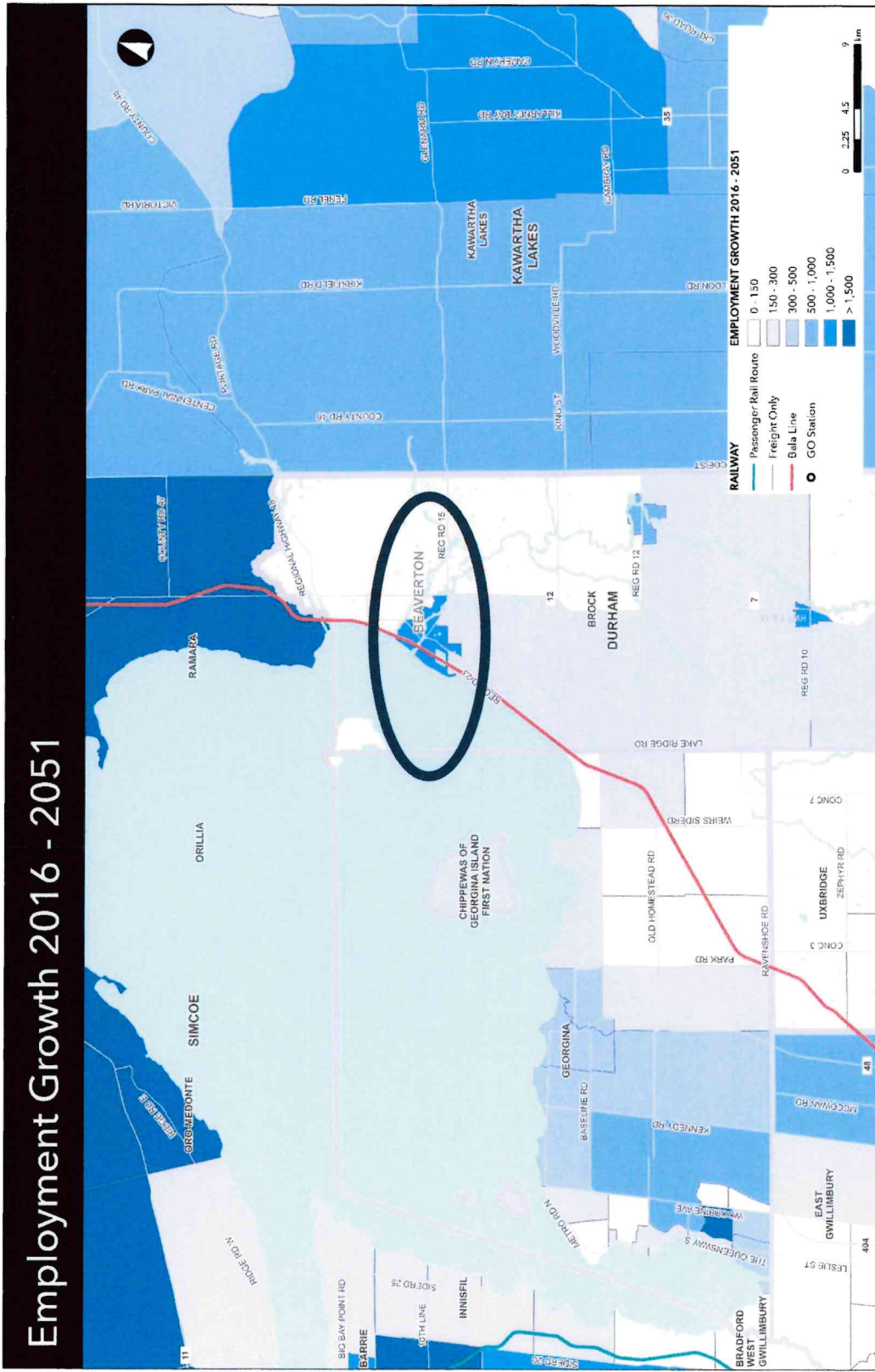


Figure 8: Employment Growth to 2051 in Beaverton and Surrounding Areas





Population and Employment within the Proposed Station's Travelshed

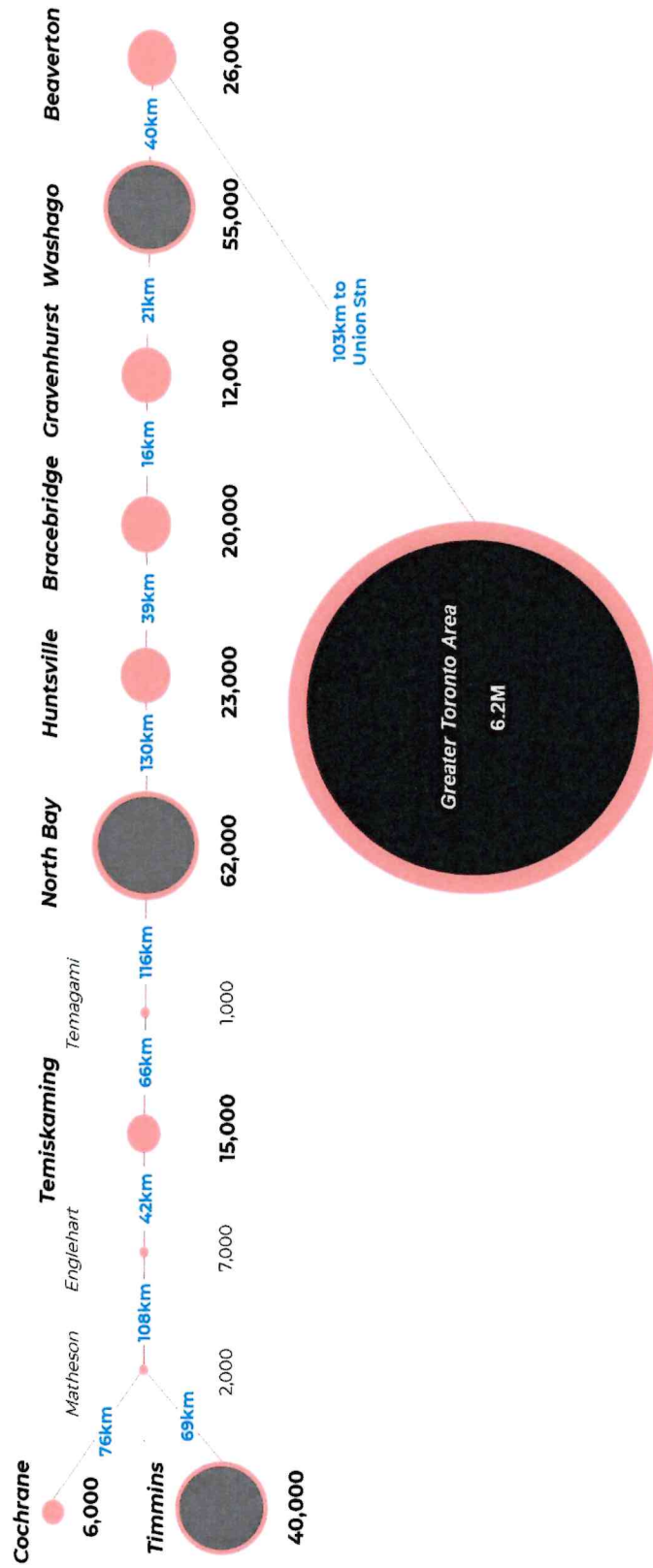
As presented in **Table 1**, a station at Beaverton would serve 6,100 residents and 1,900 jobs in the immediate Beaverton area and 26,000 residents and 5,400 jobs within a 20 km (15-minute drive) radius. By 2051, a station at Beaverton would serve 7,700 residents and 3,000 jobs within Beaverton, and 53,000 residents and 12,000 jobs within a 20 km radius.

Table 1. Existing and future population and jobs within the travelshed

	Current	Future	% Growth (from Current)
Residents (Immediate Beaverton area)	6,100	7,700	26%
Jobs (Immediate Beaverton area)	1,900	3,000	58%
Residents (20km radius around Beaverton)	26,000	53,000	104%
Jobs (20km radius around Beaverton)	5,400	12,000	122%

Figure 9 displays stations along the Northlander Corridor and their corresponding 2021 populations within a 20 km (15-minute drive) radius. A station at Beaverton would provide greater levels of population access than most stations along the corridor, including existing stations at Huntsville, Bracebridge, and Gravenhurst. Indeed, Beaverton would rank as the station with the fourth highest population catchment along the line.

Figure 9: Stations and Populations along the Northlander Corridor (2021)⁴



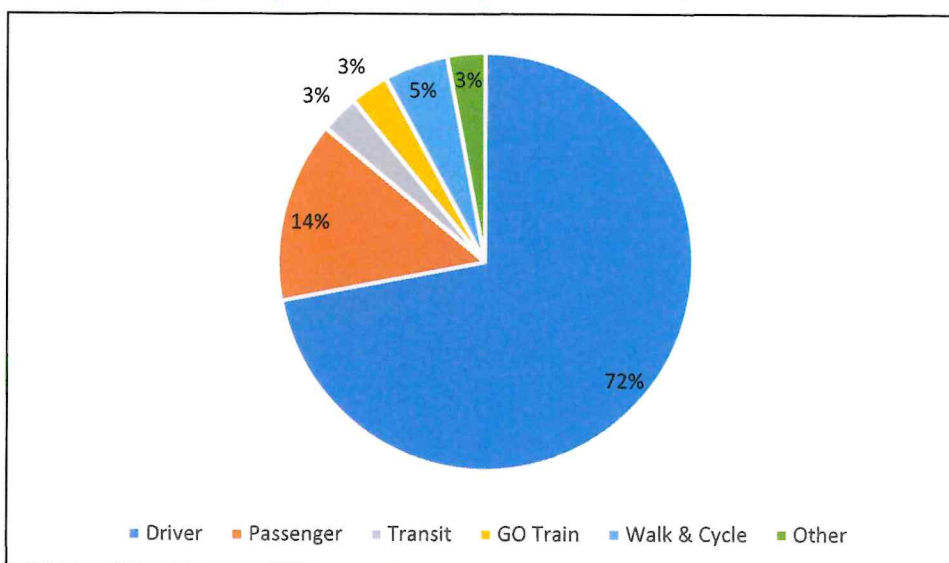
⁴ [Census Profile, 2021 Census of Population \(statcan.gc.ca\)](https://www150.statcan.gc.ca/n1/pub/92-627-x/2021001/article/00001-eng.htm)

2.2.2 Transportation Network

Durham Region

According to the 2016 *Transportation Tomorrow Survey*, 1,143,100 trips were taken on average each weekday in Durham Region. 86% were taken in private vehicles (driver and passenger trips), 6% on transit (Durham Region Transit and GO Transit), and 5% by active modes of transportation (**Figure 10**).

Figure 10. Daily Trips by Mode (Region of Durham)



Source: TTS 2016

Significant improvements to the transit network are planned for southern Durham Region, as noted in Metrolinx’s 2041 Regional Transportation Plan and MTO’s 2051 Greater Golden Horseshoe Plan. These include:

- 15-minute service on the Lakeshore East GO Rail line between Union Station and Oshawa;
- Two-way, all-day service along a Lakeshore East GO Rail extension between Oshawa GO and Bowmanville GO;
- A new 36 km Durham-Scarborough BRT along Highway 2 (including dedicated transit lanes); and,
- A new BRT or cable car route along Simcoe Street between Oshawa GO and Highway 407.

Durham’s Transportation Master Plan (2017) notes a 12% transit mode share target by 2031 and focuses on expanding the current transit system and road networks to better serve residents. The plan highlights the on-demand transit services now being offered in the region’s rural areas and



identifies ‘other transit spines’, which are major roads through more rural areas of the region. These corridors are to be served by a combination of Durham Regional Transit and GO Bus services.

The Transportation Master Plan also highlights existing cycling routes within northern Durham. At present, there is an Existing Regional Trail Network running through Brock Township and Beaverton. This regional trail generally runs north-south and connects to the Townships of Uxbridge and Scugog.

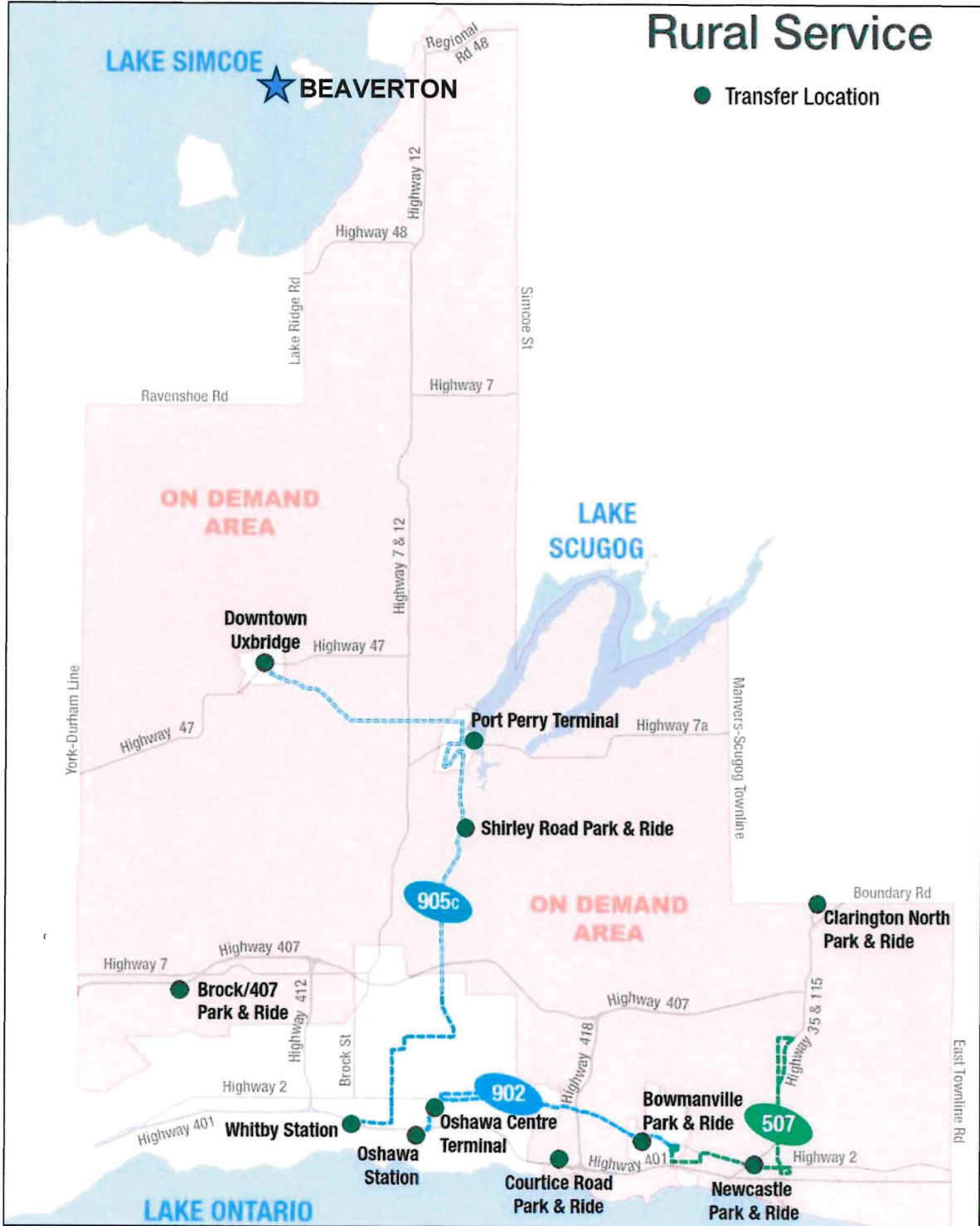
Beaverton and the Brock Township

Vehicle travel within Beaverton is currently accommodated by municipal, regional, and provincial roadways, namely Durham Regional Roads 15 and 23. Highways 7, 12, and 48 serve Brock Township, providing both internal and external connections.

Local transit in Brock Township is provided by Durham Region Transit, which provides an ‘On-Demand’ service to the Township, including Beaverton. The service covers most of North Durham Region and provides connections to arterial transit routes at designated transfer locations, as shown in **Figure 11**.

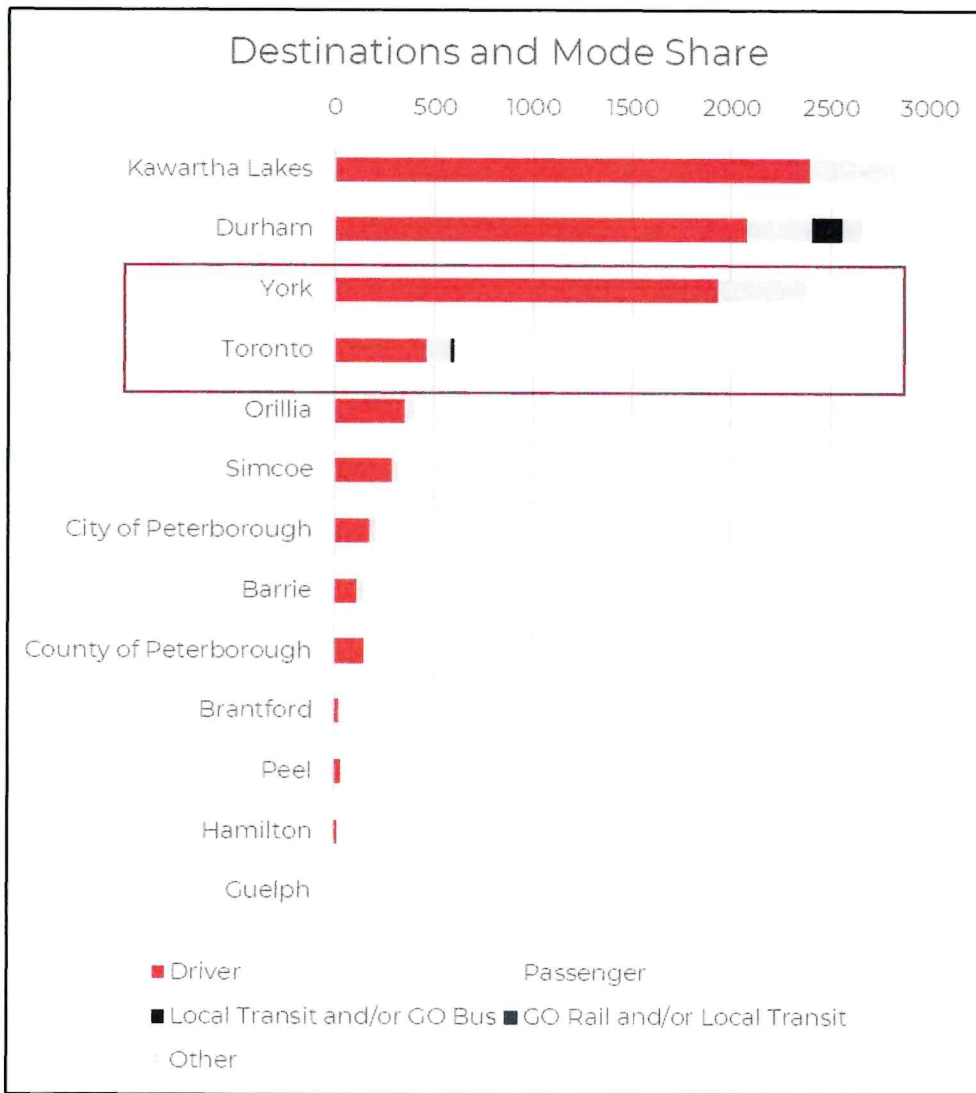
The On-Demand service is currently the *only* public transit offering in Beaverton. In the 2010s, Brock Township was served by Durham Regional Transit Route #601, which connected Beaverton, Sunderland, Cannington and Uxbridge, but this route failed to attract significant ridership and was discontinued. In addition, Beaverton was formerly served by GO Bus Route #81 as part of GO Transit’s Lakeshore East network. This route served Whitby, Port Perry, Beaverton, and other hamlets within Brock Township along Highway 12; however, this service was discontinued in 2023. The current nearest fixed-route transit service is 35 kilometers south in the Township of Uxbridge, which is served by both GO Transit and Durham Regional Transit bus networks. The Whitby GO station is the nearest Durham GO Rail station, 65 kilometers from Beaverton and 38 kilometers from the southern edge of the Brock Township.

Figure 11: Durham Region Transit On-Demand Service



In 2016, approximately 16,000 trips originated in Brock Township each day between all modes of travel. Nearly 50% of trips were destined for locations outside Brock, with over 3,000 daily trips (19%) destined to Toronto or York Region, locations that could be – theoretically – accessible by a reinstated Ontario Northland rail service (**Figure 12**). The vast majority of these trips were accommodated by private automobiles due, in part, to a lack of other transportation options.

Figure 12: Brock Township External Trip Destinations and Mode Shares



Source: TTS 2016



2.3 Opportunity Statement

The Government of Ontario has committed to investigating the reinstatement of rail service along the Northeastern Rail Corridor. The current service proposal will result in trains running through – but not stopping in – the southeast Lake Simcoe Area, which misses a key travelshed for the reinstated line. A new rail station in Beaverton will provide a direct, safe, reliable, and resilient inter-community transportation link for the underserved southeast Lake Simcoe area; connecting the area to the Toronto region as well as Northern Ontario.

Leveraging the proposed Provincial investment, a new rail station in Beaverton would provide daily non-auto travel choices for area residents to access jobs and services in York Region and central Toronto as well as increased regional accessibility for visitors and tourists to the region, supporting local economic development.

2.4 Case for Change

Table 2 provides a summary of key drivers for change, which are used to guide the strategic evaluation.

Table 2. Summary of Key Drivers

Driver	How does this Driver influence the problem/opportunity?	What is the impact of not addressing the problem/opportunity?
Planned Reinstatement of Rail Service along the Northeastern Rail Corridor	<p>a) The Provincial Government is investigating the possibility of reinstating rail service along the Northeastern Rail corridor; connecting Toronto and the GTA to Northern Ontario.</p> <p>b) No stations have been considered between York Region and Washago, rendering the rail line of limited use to residents and visitors of the southeast Lake Simcoe area, an area with a population roughly equivalent or larger to that of other population centres served by reinstated rail service, such as Huntsville or Bracebridge.</p> <p>c) The reinstated route provides an opportunity to connect an underserved area with limited public transit connections to the broader GTA.</p>	<p>a) The southeast Lake Simcoe area remains disconnected from regional rail services</p> <p>b) The Provincial investment will not be able to be leveraged for the benefit of Durham Region and surrounding municipalities located immediately adjacent to the corridor</p>
Demographics, Land Use, and Economic Activity	<p>a) Durham Region’s population and employment is set to double by 2051.</p> <p>b) A station at Beaverton would serve 26,000 residents and 5,370 jobs within a 20 km radius (15-minute drive); by 2051 the station would serve 53,000 residents and 12,000 jobs (150% growth from current)</p> <p>c) Brock Township’s population skews older than the GTA average. As the population ages, residents may be less willing or able to drive to access services, especially for longer-distance trips to the GTA.</p> <p>d) Beaverton is the largest community in Brock Township and was historically served by rail prior to station decommissioning in 1990. Brock Township is intent on revitalizing Downtown Beaverton, which could be aided by reinstated rail service.</p>	<p>a) Growing population in the southeast Lake Simcoe area will not be supported by rail service bisecting the area.</p> <p>b) Inadequate transportation connections may reduce the opportunity to support population and economic growth in the area.</p> <p>c) Access to vital services remains limited for area residents.</p>

Driver	How does this Driver influence the problem/opportunity?	What is the impact of not addressing the problem/opportunity?
	<p>e) Sustainable tourism development could be bolstered by daily rail service connecting the GTA to the Beaverton area, bolstering local economic activity.</p> <p>f) Reliable access to intercity transportation could make residential development more attractive in Beaverton, leading to further aggregation of population in the Town.</p>	
	<p>a) Auto-oriented culture and reliance on the private vehicle.</p> <p>b) Currently no direct transit services are provided to connect Brock Township with major trip attractors in York Region and/or Downtown Toronto.</p> <p>c) Providing additional travel options expands opportunities for those without access to an automobile to reach the GTA. Vital trip purposes accommodated by the opportunity can include trips to visit family and social visits; tourism, shopping and entertainment; access to specialized services such as medical, educational, or government; and business and work-related activities. This access can be vital to sustaining the needs of the most vulnerable members of the community, allowing residents to “age-in-place”.</p>	<p>a) Brock Township and surroundings will remain virtually inaccessible by modes other than the automobile.</p> <p>b) Residents without access to an automobile will struggle to access vital services in the GTA.</p>
Travel Behaviour	<p>a) All travel to the Beaverton area, including transit, uses the existing roadway network. There is an existing rail corridor connecting Beaverton to the GTA and northern Ontario that is used for freight rail traffic. The province is investigating reinstating rail service along the corridor, which would travel through Beaverton. There is an opportunity to leverage existing infrastructure (and</p>	<p>a) The roadway network will remain the only practical link for passengers to/from the Beaverton area.</p> <p>b) Residents will have limited options for alternate travel arrangements if there are roadway disruptions, such as congestion or closures due to</p>
Transport Infrastructure and Technology		

Driver	How does this Driver influence the problem/opportunity?	What is the impact of not addressing the problem/opportunity?
Transport Service Provision	<p>the Province’s service investment) to, once again, provide rail service to Beaverton.</p> <p>a) On-demand transit service, operated by DRT, is the only public transit offering in Beaverton. Transfers to fixed-route services are provided at designated transfer locations such as Port Parry and Uxbridge.</p> <p>b) Beaverton was formerly served by GO Bus Route #81, which connected to the Lakeshore East line at Whitby GO.</p> <p>c) Newmarket GO is the nearest GO Rail station, 61 km from Beaverton.</p>	<p>collisions, construction, or inclement weather.</p> <p>a) Limited mobility choices for modes other than driving.</p> <p>b) Limited connectivity to core GTA restricts connectivity and accessibility for those without access to an automobile.</p>
Government Policy and Planning	<p>a) The 2019 Ontario Budget identified a government priority to improve transportation in Northern Ontario, including exploring options to reinstate passenger rail in the north (via Beaverton).</p> <p>b) Ontario’s Climate Change Strategy sets out a transformative change to reduce GHG emissions by 80% below 1990 levels by 2050; mode shift to more sustainable travel options is critical to achieving the target.</p> <p>c) Provincial and regional growth policies support intensification near transit and the development of complete communities.</p>	<p>a) Alternative transportation options would need to be pursued to provide basic connectivity to area residents.</p> <p>b) Inability to support a ‘complete community’ model for Beaverton, where community growth is focused around a central rail station.</p>



3 Option Development and Description

The core objective of this strategic case is to assess the performance of a new rail station at Beaverton along a reinstated Ontario Northland rail line. To accomplish this objective, a station-stop at Beaverton was tested against a business-as-usual (BAU) scenario at the 2024 (opening day) and 2041 horizons, in alignment with *Northeast Rail Corridor Initial Business Case (2022)*.

The Region of Durham's variant of the GTA4 travel demand model was used to assess high level impacts of the improvement scenarios and generate comparative results in relation to connectivity, ridership, and trip distribution. Travel time savings, vehicle kilometres travelled, and GHG emissions reduction were additionally tested but results were found to be inconclusive.

To directly juxtapose findings against the original IBC (which did not assume a station-stop in Beaverton), a secondary method was employed that leveraged established relationships between the rail corridor's travelshed population and line ridership projections as noted in the IBC for the North Bay to GTA segment. Revised line ridership outputs were calculated to reflect the addition of a new travelshed population near Beaverton.

Analysis specifications are included in **Appendix A**.

3.1 Demographic Projections and Background Network Assumptions

2024 (opening day) and 2041 (mature) scenarios were developed in order to test the impact of a new station in Beaverton.

Within Durham Region, 2024 land use for the Regional Model was generated by linearly referencing 2016 and 2033 population and employment provided by Region of Durham. 2033 land use was expanded to a 2041 trendline using municipal land use forecasts noted in the *Durham Region Growth Management Study (2022)*, prepared by Watson & Associates. Outside Durham Region, 2024 and 2041 land use was built-off 2016 population and employment gathered from the *Transportation Tomorrow Survey (TTS)*, which was expanded to 2041 based on publicly available growth forecasts.

No background network changes were assumed for the 2024 horizon. The 2041 horizon assumed the full implementation of the GO Rail Expansion Program, including 15 minute all-day service over core segments of the GO network, and the extension of the Yonge Subway (Line #1) to Richmond Hill Centre / Langstaff GO.



3.2 Business as Usual (BAU)

2024 and 2041 BAU scenarios assume daily passenger rail service along the Northeastern Rail corridor. Trains are assumed to make all station stops along the corridor as noted in the *Northeastern Passenger Rail Service Initial Business Case (2022)*, prepared by Metrolinx. Critically, **no station-stop is assumed at Beaverton**. One daily inbound train is assumed in the AM peak period travelling from northern Ontario to Toronto Union, while one daily outbound train is assumed in the PM peak period. Overall corridor speeds were based-off of generalized travel times provided in the IBC as well as published VIA Rail travel times between Washago Station and Union Station, which use the same corridor.

3.3 Beaverton Station Scenarios

The effects of a station-stop in central Beaverton were assessed under three scenarios:

- 1 2024 – Trendline growth
- 2 2041 – Trendline growth
- 3 2041 – Focused growth

Population demographics for 2024 and 2041 trendline growth scenarios did not differ from those developed for the respective BAU scenarios. The 2041 focused growth scenario altered the distribution of new residential growth in Brock Township so that an additional 25% was distributed to Traffic Area Zones (TAZs) within 1.5km of central Beaverton, with total growth in Brock Township remaining constant.

All improvement scenarios assume the same service frequencies and background network improvements identified in the Business-as-Usual scope.

A summary of scenarios tested in the evaluation is presented in **Table 3**.

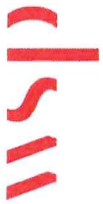


Table 3: Scenario Descriptions

Scenario	Horizon	Description	Land-Use	Population			Employment	
				Beaverton Area	Broader Drive Area Catchment (20 km)	Broader Drive Area Catchment (20 km)	Beaverton Area	Broader Drive Area Catchment (20 km)
1 (BAU-2024)	2024	No Station	Trendline	N/A	N/A	N/A	N/A	N/A
2	2024	Station	Trendline	5,000	31,000	1,600	6,100	
3 (BAU-2041)	2041	No Station	Trendline	N/A	N/A	N/A	N/A	N/A
4	2041	Station	Trendline	6,400	42,200	2,500	9,500	
5	2041	Station	Focused growth near Beaverton	6,800	42,200	2,500	9,500	



4 Strategic Case

The Strategic Case highlights *why* an additional rail station at Beaverton should be developed alongside the reinstatement of rail service on the Northeast rail corridor. The section reports the impacts of improvement scenarios described in **Section 3** and explores the strategic alignments with planned rail service reinstatement and existing policies.

4.1 Impact Assessment

Impacts of an additional Ontario Northland rail station in Beaverton are presented in relation to the improvement scenarios discussed in **Section 3**. Connectivity, ridership, and trip distribution are assessed. While vehicle travel distance (vehicle KM travelled), and vehicle travel time (vehicle hours travelled) were assessed, results were inconclusive due to an overall limited number of vehicle trips avoided.

4.1.1 Connectivity

The current Ontario Northlands reinstatement scheme envisions no stops between Richmond Hill and Washago, a distance of 110 km. As noted in **Section 2**, a new station at Beaverton would provide an access point for through rail services, connecting the southeast Lake Simcoe area to York Region and Toronto, effectively providing rail connectivity to an additional 26,000 residents and 5,370 jobs that are within a 20 km radius / 15 minute drive of Beaverton.

Travel time between key activity pairs in the system is a universally accepted measure of connectivity. **Figure 13** displays transit travel times between Beaverton and the Greater Toronto Area with and without a station along a reinstated Ontario Northland rail service in place. **Table 4** presents the changes in in-vehicle travel times from Beaverton to Langstaff GO and Union station.

Figure 13: Comparative In-Vehicle Transit Travel Times (Beaverton to GTA)

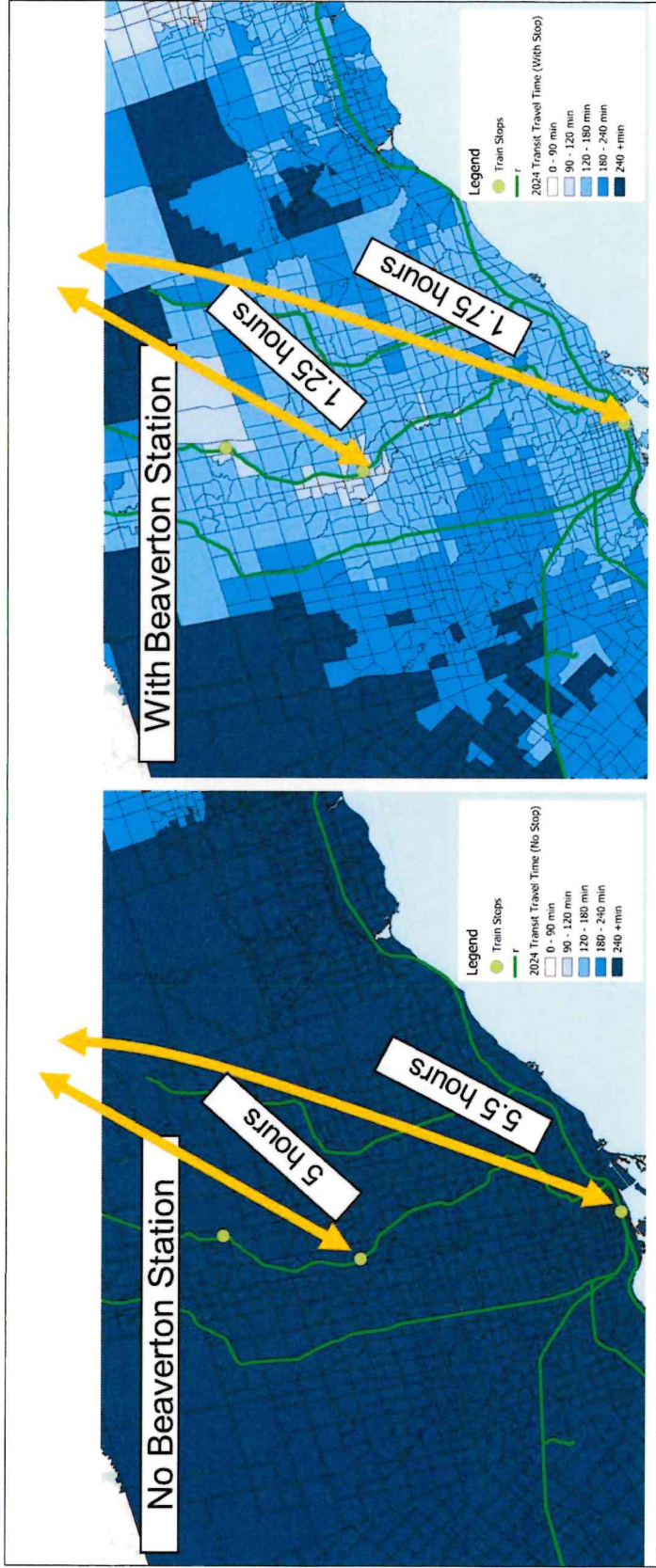




Table 4: In-Vehicle Transit Travel Times to Richmond Hill Centre and Union Station

	No Station	Station in Beaverton	Travel Time Reduction
Beaverton to Langstaff GO	297 minutes	80 minutes	73%
Beaverton to Union Station	328 minutes	112 minutes	66%

A new station in Beaverton reduces transit travel time to Union Station by 66% from approximately 5.5 hours to 1.75 hours. A new station renders Beaverton and surrounding areas accessible by transit from the GTA, providing access to vital services, cultural locations, hospitals, and shopping in York Region and central Toronto.

4.1.2 Ridership

Average weekday passenger activity (boardings and alightings) at the proposed Beaverton station, as determined through Durham Region’s Transportation Planning Model, is reported in **Table 5**. The impact of a new station at Beaverton is evaluated at opening day (2024) and at the 2041 horizon, in line with the Provincial IBC. Of note, given the stochasticity in the model as a function of travel behavior it is fair to assume a 10% variation around the average point forecasts presented in the table.

Table 5: Average Weekday Activities at Beaverton Station (Durham Region Model)

Scenario	Daily station activity*
Scenario 1: 2024 Trendline Growth – No Station	-
Scenario 2: 2024 Trendline Growth – With Beaverton Station	50
Scenario 3: 2041 Trendline Growth – No Station	-
Scenario 4: 2041 Trendline Growth – With Beaverton Station	120
Scenario 5: 2041 Focused Land-Use – With Beaverton Station	130

Note: *rounded to nearest 10



50 daily boardings and alightings are projected at the station on opening day. By 2041, when operation is mature, the model anticipates 120 to 130 daily boardings and alightings at the station, depending on the land-use scheme advanced within Beaverton. The significant growth in rider volumes between 2024 and 2041 is partly attributable to public transit network improvements in York Region, specifically the opening of the Yonge Street North Subway extension, which will directly serve Langstaff GO station.

Secondarily, a more rudimentary method was developed that directly integrates ridership projections from the IBC. This method leveraged the established relationship between travelshed population and line ridership projections from the IBC noted for the North Bay to GTA segment (excluding populations within the existing GO Rail service area). Revised line ridership outputs were calculated to reflect the addition of a new travelshed population near Beaverton. The results of the scaled IBC population expansion model are presented in **Table 6**.

Table 6: Average Weekday Activities at Beaverton Station (IBC Population Expansion Method)

Scenario	Daily station activity
Scenario 1: 2024 Trendline Growth – No Station	-
Scenario 2: 2024 Trendline Growth – With Beaverton Station	21 – 23
Scenario 3: 2041 Trendline Growth – No Station	-
Scenario 4: 2041 Trendline Growth – With Beaverton Station	33 – 37
Scenario 5: 2041 Focused Land-Use – With Beaverton Station	33 – 37

According to the population expansion method, an additional 21 to 23 daily boardings and alightings are projected at Beaverton station on opening day, with 33 to 37 anticipated in 2041 (regardless of land-use near the station). Unlike the Durham Region Model, which is robust in nature and integrates geographic proximity and overall weighted attractiveness of destinations into trip distribution and mode choice outputs, the population expansion model is static and is not sensitive to destination proximity. It would render the same ridership outputs regardless of *where* the additional population is placed between the GTA and North Bay.

Table 6 presents ridership projections at Beaverton within the context of total projected ridership for the Ontario Northland rail corridor, sourced from the Initial Business Case. As noted, a stop at Beaverton would lead to significant relative increases in ridership along the rail line, with



growth over baseline conditions in the 18 to 22% range according to the population expansion model and 42 to 87% range according to Durham Region’s Transportation Planning Model. This results in an additional 5,000 to 5,500 trips annually in 2024 and 8,000 to 8,900 trips annually in 2041 according to the population expansion model. By contrast, the Durham Region model anticipates an additional 12,000 trips in 2024 and 28,800 to 31,200 trips in 2041.

Table 7: Beaverton Ridership relative to Projected Line Ridership

Scenario	2024	2041
Daily Line Ridership (Union – North Bay, excluding Beaverton)*	120	150
Beaverton Daily Ridership Projection (Durham Region Transportation Planning Model)	+50 (+42%) <i>Total Ridership: 170</i>	+120 to 130 (+80 to 87%) <i>Total Ridership: 270 to 280</i>
Beaverton Daily Ridership Projection (Population Expansion Model)	+21 to 23 (+18%) <i>Total Ridership: ~140</i>	+33 to 37 (+22%) <i>Total Ridership: ~185</i>

*Note: *Daily line estimates from the IBC*

4.1.3 Trip Distribution

The Durham Region Transportation Planning Model was deployed to evaluate the distribution of trips originating in Beaverton heading southbound to the GTA. As displayed in **Table 8**, in 2024, a total of 22 trips are projected to leave Beaverton daily, travelling southbound to the GTA. 6 trips (26%) are destined for Langstaff GO while 16 (74%) are destined for Union Station. Travel patterns are projected to be different by 2041, largely spurred by the completion of the Yonge North Subway Extension to Langstaff GO station in Richmond Hill. In 2041, 60 trips are projected to leave Beaverton daily, with 43 (72%) disembarking at Langstaff GO and 17 (28%) destined for Union Station. Zero trips originating in Beaverton are projected to be destined for Gormley GO in either analysis horizon year.



Table 8: SB Distribution of Trips Originating at Beaverton

Destination	2024	2041
Gormley GO	0 (0%)	0 (0%)
Langstaff GO	6 (26%)	43 (72%)
Union Station	16 (74%)	17 (28%)
TOTAL	22 (100%)	60 (100%)

As Beaverton is near the northern extent of the model, the tool could not be used to project and distribute northbound trips.

4.2 Strategic Alignment with Rail Service Reinstatement

A station in Beaverton clearly aligns with *strategic guideposts* for Ontario Northland service reinstatement as noted in the Initial Business Case, as documented in **Table 9**.

Table 9: Beaverton Station Alignment with Ontario Northland Rail Reinstatement Strategic Objectives

Strategic Guideposts Noted in the IBC	New Station in Beaverton
Improve Transportation Connectivity and Accessibility to Urban Centres	<ul style="list-style-type: none"> a) Connects Downtown Beaverton and surrounding northern York and Durham regions to Richmond Hill and Downtown Toronto with daily rail service, enhancing transportation options for 26,000 people that live within a 15 minute drive of the station b) Rail is resilient to congestion and disruptions on the road network, which provide greater travel time certainty.
Improve Quality of Life and Opportunities for Local Residents	<ul style="list-style-type: none"> a) Provides expanded access to jobs, shopping, health services, and entertainment for northern York and Durham Region residents. b) Higher proportion of residents over 65 relative to the GTA as a whole. As the population ages, residents may be less willing or able to drive to access services.



Strategic Guideposts Noted in the IBC	New Station in Beaverton
Support Regional Development	a) Increased access to tourism services near southeast Lake Simcoe for GTA residents.
Promote a Sustainable Environment	b) Shift a proportion of regional trips that would otherwise be taken by automobile to rail, reducing overall vehicle km travelled.

4.3 Strategic Alignment with Provincial, Regional and Municipal Plans

Reinstated rail service to Beaverton leverages existing and planned transportation investments to improve intercity multimodal transportation to the southeast Lake Simcoe area. Reinstated rail service leverages Beaverton’s historic role as a rail-stop community, once again embracing this key aspect of its local identity. In-so-doing, a station in Beaverton not only significantly enhances multimodal connectivity for local area residents, it also provides opportunities for sustainable tourism development and economic development.

Revived rail service to Beaverton aligns with Provincial, Regional, and Municipal plans and policies as discussed below. From a provincial lens, revived rail service helps build sense of place, sustainable tourism development, and the achievement of complete communities through leveraging existing multimodal transportation infrastructure, all of which are noted as priorities in Provincial land-use and transportation strategic planning documents. Details are noted in **Table 10**.

Table 10: Strategic Alignment with Provincial Plans and Policies

Policy Document	Strategic Alignment
Provincial Policy Statement (2020)	<p>Reinstated rail service to Beaverton aligns with the following Provincial planning policies:</p> <ul style="list-style-type: none"> • Efficient use should be made of existing and planned transportation infrastructure • Provide for an efficient multimodal transportation system • Provide opportunities for sustainable tourism development • Promote opportunities for economic development and community investment-readiness



Policy Document	Strategic Alignment
A Place to Grow (2020)	<ul style="list-style-type: none">• Encourage a sense of place by conserving features that help define character. <p>A new station at Beaverton supports the following guiding principles:</p> <ul style="list-style-type: none">• Support the achievement of complete communities that are designed to support healthy and active living;• Improve integration of land-use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.
Greenbelt Plan (2017)	<p>The Greenbelt Plan supports protecting agricultural land, social and economic development, climate change resilience and mitigation, and natural heritage and resource protection. Beaverton is classified as a Town/Village settlement area within the Greenbelt and are constrained to policies related to the development of community hubs. Relevant policies include:</p> <ul style="list-style-type: none">• Supporting the rural economy, the environment, and diverse land use• Aim towards the achievement of complete communities• Facilitate access to locations served by a range of transportation options, including transit
Connecting the GGH (MTO, 2022)	<p>MTO’s 30 year vision is “of a connected transportation system that provides safe, efficient, and convenient options for people and businesses and supports the well-being and economic prosperity of the region into the future.” The vision is focused around four pillars, two of which are supported by revived rail service to Beaverton. These include: “getting people moving on a connected transit system” and “supporting a more sustainable and resilient region.”</p>
2041 Regional Transportation Plan (Metrolinx)	<p>Metrolinx’s 2041 RTP presents the following vision for the broader region:</p> <p><i>“The GTHA will have a sustainable transportation system that is aligned with land use, and supports healthy and complete communities. The system will provide safe, convenient and reliable connections, and support a high quality of life, a</i></p>



Policy Document	Strategic Alignment
	<p><i>prosperous and competitive economy, and a protected environment.”</i></p> <p>A reinstated station at Beaverton aligns with 2 of the 3 overarching goals in the RTP including <i>Strong Connections</i> and <i>Sustainable and Healthy Communities</i>. Additionally, rail service to Beaverton helps advance the strategy of <i>Integrating Transportation and Land Use</i>, by facilitating the development of a complete community near rail.</p>

Additionally, revived rail service to Beaverton supports broad visions and goals advanced by Durham Region and Brock Township including encouraging intensification in existing built-up areas and revitalizing Downtown Beaverton. Details are included in **Table 11**.

Table 11: Strategic Alignment with Durham Region and Brock Township Plans and Policies

Policy Document	Strategic Alignment
Durham Region Official Plan (2020)	<p>Rail service to Beaverton supports the following broad goals and directions:</p> <ul style="list-style-type: none"> • Goal 1.2.1 (c): To develop the Region to its economic potential and increase job opportunities for its residents; • Goal 1.2.1 (e): To create healthy and complete, sustainable communities within livable urban environments • Direction 1.3.1 (g): Creating urban areas that are people-oriented and support active transportation; • Direction 1.3.1 (k): Improving transportation linkages both within the Region and between the Region and adjacent areas; • Direction 1.3.1 (l): Developing the Region in a fiscally responsible manner; and, • Direction 1.3.1 (m): Coordinating and managing the development of the Region in a manner that is consistent with provincial planning policies.
Durham Region Transportation Master Plan (2017)	<p>Reinstated rail service to Beaverton aligns with the following directions noted in the TMP:</p> <ul style="list-style-type: none"> • Direction 1: Strengthen the bond between land use and transportation • Direction 2: Elevate the role of integrated public transit



Policy Document	Strategic Alignment
Growing North Durham Rural Economic Development Plan (2023)	<ul style="list-style-type: none"> Direction 5: Promote sustainable travel choices Direction 7: Invest strategically in the transportation system <p>A new station at Beaverton supports three pillars of economic development noted in the Plan:</p>
Brock Township Official Plan (2007)	<ul style="list-style-type: none"> People: entrepreneurship, retaining skilled workforce, fostering the innovation economy Places: Showcase North Durham as a candidate for investment and support downtown revitalizations Prosperity: Support retention and expansion of existing businesses <p>Beaverton rail service supports the following OP strategies:</p>
Downtown Community Improvement Plan (2013)	<ul style="list-style-type: none"> Enhancing quality of life through: <ul style="list-style-type: none"> Encouraging intensification of existing built-up areas Ensuring the community is fully accessible, vibrant, environmentally responsible, innovative and creative Providing efficient and cost-effective transportation Developing a dynamic and diversified economy through: <ul style="list-style-type: none"> Focusing the majority of new business and job creation in Beaverton, Cannington and Sunderland Encouraging the creation of additional employment opportunities Ensuring appropriate infrastructure is available to serve community needs <p>Downtown Beaverton is identified for revitalization in alignment with four pillars:</p>
Brock Tourism Plan (2019)	<p>Rail service reinstatement to Beaverton can provide a catalyst to support broader revitalization initiatives in central Beaverton.</p> <p>The Plan presents existing tourism trends in the Township and targets the following four key market profiles:</p>



Policy Document	Strategic Alignment
	<ul style="list-style-type: none">• Nature lovers,• Family memory builders,• Sports lovers, and• Mellow vacationers <p>The Plan outlines specific action items to cultivate and support tourism by informing, educating, and supporting local attractions within the Township. The Township’s goals for tourism can be supported (and enhanced) through additional transportation infrastructure, especially train services from the GTA that could be packaged as an attraction in-and-of itself.</p>

5 Site Options Evaluation

Providing a station-stop in Beaverton would require the reinstatement of station infrastructure in the local area. Infrastructure requirements at Beaverton are based on “typical” or base station provisions as noted in the *Northeastern Passenger Rail Service Initial Business Case* and include:

- A single 50 metre side-rail platform;
- Heated station shelter;
- Passenger information displays; and,
- CCTV monitoring;
- 10-20 parking spaces, including accessible stalls.

Ticketing infrastructure will not be provided at stations. Passengers would need to purchase tickets on-board or online prior to boarding the trains.

Based on a review of the IBC and complementary Canadian business cases alongside professional experience, WSP estimates the capital cost for such a facility ranging between \$1-3M, excluding parking facilities. Costs are rudimentary estimates and will vary depending on context.

Durham Region identified three (3) potential site locations (**Figure 14**) for evaluation and concept development. The site concepts were developed based on the following specifications: 50 metre rail platform, 10-20 parking spaces and associated access.



The rail platform will be located within the rail corridor lands with parking generally located adjacent to the rail corridor. Where possible the rail platform has been located at least 30 metres away from the edge of at-grade crossing roads to avoid a gate-down closure of the road while the trains are in the station. A further rail operation study of operations and crossings should be undertaken to support the site assessment. Site Concepts are included in **Appendix B**.

5.1 Option Development

Station site alternatives are as follows:

Site 1

Site 1 is located near the intersection of Victoria Avenue and Ethel Park Drive, with Victoria Avenue crossing the rail corridor with an at-grade crossing. Three (3) concepts were developed for Site 1.

Site 1A is located north of Victoria Avenue on the east side of the rail corridor. Parking would be located on private property that is currently maintained but does not include buildings or structures. Access would be provided via a direct connection to Victoria Avenue.

Site 1B is located south of Victoria Avenue on the west side of the rail corridor. Parking would be located on private property that is currently subject to a draft approved subdivision with additional site plan approvals required. Access would be provided via a direct connection to Victoria Avenue.

Site 1C is located north of King Street West on the east side of the rail corridor on CN property near the former Beaverton Station (decommissioned). Parking would be located on CN property due to the corridor widening. Access could be provided via a new connection to Pollock Avenue or via King Street.

Site 2

Site 2 is located west of the intersection of Simcoe Street and Main Street, with both crossing the rail corridor with an at-grade crossing. Three (3) concepts were developed for Site 2.

Site 2A is located north of Simcoe Street on the west side of the rail corridor. Parking would be located on public property that is currently maintained and generally level but grades down adjacent to Beaver River. The platform would need some structural support to maintain clearance from the road. Access would be provided via a direct connection to Simcoe Street.



Site 2B is located south of Main Street on the west side of the rail corridor. Parking would be located on private property that is currently subject to a draft approved subdivision. Access would be provided via a direct connection to Main Street or internal connection to the proposed development.

Site 2C is located south of Main Street on the east side of the rail corridor. Parking would be located on private property that is currently under a development application. Access would be provided via a direct connection to Church Street.

Site 3

Site 3 is located south of Nine Mile Road, with no at-grade crossing. One (1) concept was developed for Site 3. Parking would be located on public property that is currently maintained and generally level. Access would be provided via a direct connection to Nine Mile Road



Figure 14: Beaverton Station Site Alternatives





5.2 Methodology and Assessment

A high-level assessment of the site locations was developed as part of the concept plans. The focus of this exercise was to provide a qualitative comparison between the designated sites. A detailed site assessment is recommended if further evaluation of the sites is required. The criteria for the evaluation and summary can be found in **Table 12**.

Criteria

- | | |
|---|---------------------------|
| 1 Property suitability | 5 Strategic opportunities |
| 2 Forecasted population and employment | 6 Costs |
| 3 Existing road network and integration | |
| 4 Connectivity and pedestrian walkability | |

Durham Region reviewed the evaluation and in consultation with staff from the Township of Brock, Site 1B and Site 2A were selected as the preferred options to carry forward. Two (2) conceptual designs were progressed for the two locations and are included, alongside site location maps in **Appendix B**.

Discussions and agreement with CN Rail would be needed to confirm the rail operation, site concepts, platforms, and access connections. A detailed assessment for each site including environmental, engineering and costing is recommended in order to further develop and confirm the concepts and progress the site selection.



Table 12: Qualitative Comparison Between Designated Sites

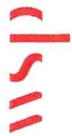
Least Preferred
 Moderately Preferred
 More Preferred
 Most Preferred

Site	Property Suitability	Forecasted Population and Employment	Existing Road Network and Integration	Connectivity and Pedestrian Walkability	Strategic Opportunities	Costs
1A	→ Proximity to Harbour Area → Private property → Lot appears maintained, some trees on site → Some grading may be required → Walking distance to Regional Centre → Immediately adjacent to existing residential properties	→ 2051 Population = 1002 → 2051 Employment = 447	→ Access to Victoria Avenue (local road), with connection to Mara Road (Regional Road) → At-grade rail crossing, good site access to east and west	→ Adjacent to existing residential development, proximity to new residential development east of the railway → Vehicle access to local roads, with good connectivity to the main road network → At-grade crossing provides the pedestrian connection to east and west lands → Primarily residential destinations within close proximity → Harbour Area and Regional Centre easily accessible for pedestrians	→ Pathway connecting platform with King Street and Victoria Avenue to improve pedestrian connection and access	→ Road access from adjacent road → Some tree removal → Parking located on private property
1B	→ Proximity to Harbour Area → Private Property → Treed lot, fill/grading required → Planned development on site lands → Walking distance to Regional Centre	→ 2051 Population = 1002 → 2051 Employment = 447	→ Access to Victoria Avenue (local road), with connection to Mara Road (Regional Road) → At-grade rail crossing, good site access to east and west	→ Adjacent to existing residential development, proximity to new residential development west of the railway → Vehicle access to local roads, with good connectivity to the main road network	→ Pathway connecting platform with Victoria Avenue and Simcoe Street, with the bridge over the river to create pedestrian connection between areas north and south of the river → Potential reconfiguration of draft plan of subdivision / concept to integrate station design	→ Road access from the adjacent road → Parking located on private property → Tree removal and grading needed for parking

Site	Property Suitability	Forecasted Population and Employment	Existing Road Network and Integration	Connectivity and Pedestrian Walkability	Strategic Opportunities	Costs						
1C	<ul style="list-style-type: none"> → Located near the site of the former Beaverton Station → Private Property (CN) → Active CN Rail yard / storage area → Potential soil contamination → Lot is clear and level – no vegetation → Walking distance to Regional Centre → Immediately adjacent to existing residential properties 	<ul style="list-style-type: none"> → 2051 Population = 1002 → 2051 Employment = 447 	<ul style="list-style-type: none"> → New Connection needed to the local road network (Pollock Avenue, Lakeland Crescent, King Street West), with a connection to Mara Road (Regional Road) → Proximity to at-grade rail crossing (approx 500m distance), primarily eastern site access 	<ul style="list-style-type: none"> → At-grade crossing provides the pedestrian connection to east and west lands → Primarily residential destinations within close proximity → Harbour Area and Regional Centre easily accessible for pedestrians 	<ul style="list-style-type: none"> → Pathway connecting platform with Victoria Avenue, King Street and Pollock Avenue to improve pedestrian connection and access → Pedestrian bridge over rail corridor at station connecting east and west areas → Potential parking east of CN lands adjacent to Pollock Ave 	<ul style="list-style-type: none"> → Short drive/access road needed → Parking located on CN property → Requires purchase / lease agreement with CN 						
							2A	<ul style="list-style-type: none"> → Proximity to Regional Centre → Located within the Waterfront Plan Area → Property owned by Municipality 	<ul style="list-style-type: none"> → Access to Simcoe Street (local road), with connection to Regional Road 15 (Simcoe Street) → At-grade rail crossing, good site access to east and west 	<ul style="list-style-type: none"> → Adjacent to the community centre / arena, park lands and trails → Vehicle access to local roads, with good connectivity to main road network 	<ul style="list-style-type: none"> → Pathway connecting platform with Victoria Avenue and Simcoe Street, extension of platform to bridge over the river to create pedestrian connection between areas north and south of the river → Shared parking with future Waterfront Plan 	<ul style="list-style-type: none"> → Road access from adjacent road → Parking located on Municipal property → Some tree removal



Site	Property Suitability	Forecasted Population and Employment	Existing Road Network and Integration	Connectivity and Pedestrian Walkability	Strategic Opportunities	Costs
	<ul style="list-style-type: none"> → Lot appears generally clear and grades to river → Some trees along rail corridor → Platform area will need structural/bridge support 			<ul style="list-style-type: none"> → At-grade crossing provides the pedestrian connection to east and west lands. → Mix of residential, commercial and open spaces in close proximity → Regional Centre and future Waterfront Plan immediately accessible for pedestrians 		<ul style="list-style-type: none"> → Platform will need structural/bridge support
2B	<ul style="list-style-type: none"> → Proximity to Regional Centre → Proximity to Waterfront Plan Area → Private Property → Planned development on site lands; nearing final approval → Lot appears generally clear and level 	<ul style="list-style-type: none"> → 2051 Population = 907 → 2051 Employment = 404 	<ul style="list-style-type: none"> → Access to Main Street (local road), with connection to Regional Road 15 (Simcoe Street) via Main Street → At-grade rail crossing, good site access to east and west 	<ul style="list-style-type: none"> → Adjacent to the community centre / arena, park lands and trails → Vehicle access to local roads, with good connectivity to the main road network → At-grade crossing provides a pedestrian connection to east and west lands → Mix of residential, commercial and open space in close proximity → Regional Centre and future Waterfront Plan close proximity for pedestrians 	<ul style="list-style-type: none"> → Pathway connecting platform with Main Street and future development to improve pedestrian connection and access → Conversion of storm pond area in future development to utilize space for parking (i.e., storm tank system) → Potential reconfiguration of draft plan of subdivision / concept to integrate station design 	<ul style="list-style-type: none"> → Road access from adjacent road → Parking located on private property → Potential SWM pond conversion to tank system to allow surface parking
2C	<ul style="list-style-type: none"> → Proximity to Regional Centre → Proximity to Waterfront Plan Area → Private Property → Planned development on site lands 	<ul style="list-style-type: none"> → 2051 Population = 907 → 2051 Employment = 404 	<ul style="list-style-type: none"> → New Connection needed to Church Street (local road), with connection to Regional Road 15 (Simcoe Street) → Proximity to at-grade rail crossing (approx 850m distance), primarily eastern site access 	<ul style="list-style-type: none"> → Adjacent to community centre / arena, park lands and trails → Vehicle access to local roads, with good connectivity to main road network 	<ul style="list-style-type: none"> → Pathway connecting platform with Main Street and Church Street / future development to improve pedestrian connection and access → Potential reconfiguration of draft plan of subdivision / concept to integrate station design 	<ul style="list-style-type: none"> → Short drive/access road needed → Parking located on private property → Tree removal and grading needed for parking



Site	Property Suitability	Forecasted Population and Employment	Existing Road Network and Integration	Connectivity and Pedestrian Walkability	Strategic Opportunities	Costs
	<ul style="list-style-type: none"> → Treed lot, fill/grading required → Immediately adjacent to existing residential properties 			<ul style="list-style-type: none"> → At-grade crossing provides a pedestrian connection to east and west lands → Mix of residential, commercial and open spaces in close proximity → Regional Centre and future Waterfront Plan close proximity for pedestrians 		
3	<ul style="list-style-type: none"> → Connection to Beaver River Wetlands Trail → Property owned by Region → Lot appears generally clear and level → Adjacent to Durham Water Treatment Facility 	<ul style="list-style-type: none"> → 2051 Population = 371 → 2051 Employment = 165 	<ul style="list-style-type: none"> → Access to 9 Mile Road (local road), with connection to Regional Road 15 (Simcoe Street) via Main Street → Access to Regional Roads via at-grade rail crossing located approx 1km distance → Currently a dead-end road, the proposed development road network will connect to Cedar Beach Road to west 	<ul style="list-style-type: none"> → Pedestrian connection to Wetlands Trail → Isolated access to the main road network, limited pedestrian access → No nearby pedestrian crossing of the rail corridor → New residential development proposed 	<ul style="list-style-type: none"> → Pedestrian bridge over rail corridor at station connecting east and west future residential areas, and better connection to Regional Centre 	<ul style="list-style-type: none"> → Road access from adjacent road → Parking located on Region property



6 Conclusion

The Government of Ontario is investigating the feasibility of reinstating rail service along the Northeastern Rail corridor between Toronto and Northern Ontario. While the reinstated rail line would travel through northern Durham Region and the community of Beaverton, no station-stop is currently being considered in that location. This report provides a high-level strategic case for constructing an additional rail station in Beaverton in the event that rail service is reinstated along the corridor.

As part of this strategic case, the impacts of a station-stop in Beaverton were tested against a business-as-usual (BAU) scenario. The modelling results indicated a significant expansion in ridership relative to baseline conditions, with Beaverton station activity increasing overall line ridership between 18 and 42% in 2024 and 22 and 87% in 2041, depending on the modeling projection method employed.

Based on the analysis conducted in this strategic case, the following benefits were concluded for a rail station in Beaverton:

- Access to an additional 26,000 residents and 5,400 jobs within a 20 km radius (15 minute drive) currently and 53,000 residents and 12,000 jobs by 2051;
- Reduced transit travel time to Union Station by 66% from approximately 5.5 hours to 1.75 hours, rendering Beaverton and surrounding areas accessible by transit from the central GTA, providing access to vital services, cultural locations, hospitals, and shopping in York Region and central Toronto.
- Strong alignment with all strategic guideposts outlined in the Northeastern Passenger Rail Service Initial Business Case;
- Supports Provincial land-use and transportation strategic objectives by making use of existing and planned transportation infrastructure to support the development of complete communities, promoting economic and sustainable tourist development, and connecting communities;
- Supports the Region of Durham's transportation directions that call for strengthening the bond between land-use and transportation, elevating the role of integrated public transit, promoting sustainable travel choices, and investing strategically in the transportation system;
- Strong alignment with Township of Brock Official Plan that calls for enhancing quality of life through intensification of existing built-up areas; ensuring the community is fully accessible, vibrant and innovative; and developing a dynamic and diversified economy by ensuring appropriate infrastructure is available to serve community needs; and,
- Supports stated revitalization efforts in central Beaverton, the Township of Brock's largest community hamlet.



A high-level station feasibility evaluation was conducted to compare three candidate sites (and subvariants) in the Beaverton area according to property suitability, forecasted population and employment, existing road network integration, connectivity and pedestrian walkability, strategic opportunities, and order-of-magnitude costs. Two conceptual designs were progressed upon recommendation from Durham Region in consultation with Brock Township.

Next steps include engaging in discussions with the Province around integrating a new station into planning work for Ontario Northland reinstatement, discussions with relevant stakeholders, and solidifying a location for the station in Beaverton.



Appendix A – Analysis Specifications

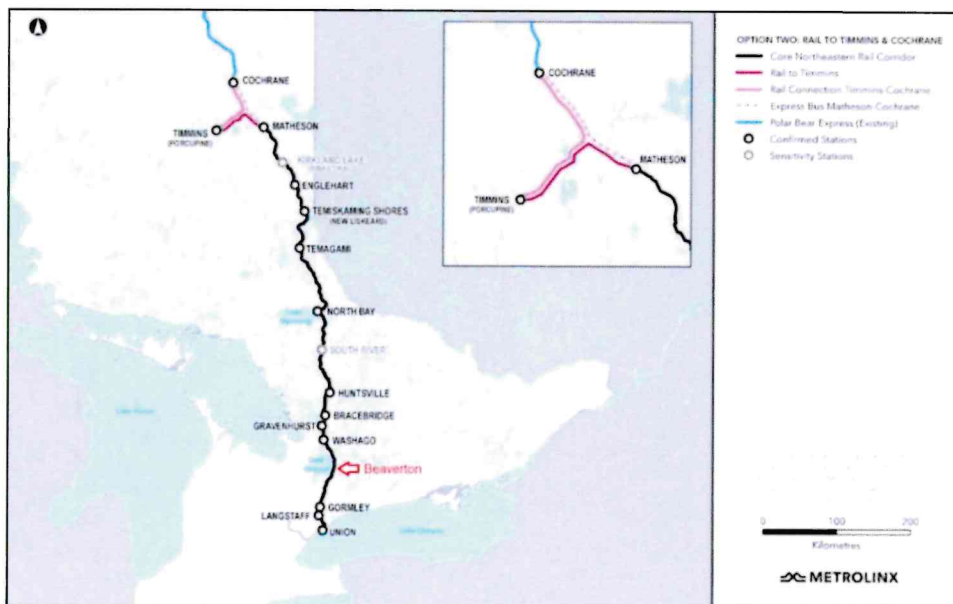
Beaverton Rail Station Analysis Specification

Overview

Durham Region initiated a strategic study that is evaluating the possibility of adding a passenger rail station in the hamlet of Beaverton along the CN Bala corridor. A reinstated station in Beaverton would serve planned recommissioned daily Ontario Northland service between Toronto-Union and Northern Ontario. A new station may also serve existing VIA Rail transcontinental service currently operating on the Bala corridor through the hamlet several times each week.

The recommended service option, as displayed in Figure 1, was highlighted in an updated Initial Business Case prepared by Metrolinx and published in April 2022. This recommendation has been supported by the Provincial government with \$75 million of committed funding for service restoration.

Figure 1: IBC Preferred Service Option



Line ridership by rail is estimated at 39,000 – 60,000 passengers per year by 2041 (approximately 165 passengers per day OR 80 passengers per train trip, assuming 7 train trips per week per direction). The route includes three stations within the GTHA at Union Station (Toronto), Langstaff (Richmond Hill), and Gormley (Richmond Hill), with the next stop at Washago (Township of Severn) in Simcoe County. No station is identified for Beaverton. The distance between the Gormley and Washago Stations is approximately 110 km, with Beaverton roughly halfway between them.

Modelling travel choices for residents and travellers to and from Beaverton requires the use of a travel demand model, the likes of which are available to the Region of Durham (RoD). Ridership forecasts are limited to six discrete scenarios explained in the sub-section below. Forecasts generated by the travel demand model are then contrasted with changes in annual ridership projection developed according to a series of regression models that can be recreated based on published annual line ridership projections available in the Initial Business Case.

Analytical requirements

This study offers a clean slate to develop a vision, identify objectives that are tailored to the vision, and develop accounts that measure how each objective is met. Five different accounts are developed to measure the efficacy of a proposed station at Beaverton, specifically:

- Ridership
- Travel time savings
- Vehicle Kilometer reduction
- GHG emissions reduction
- Accessibility and connectivity

Each of the above accounts are elaborated upon in subsequent sections with their analytical requirements and basis for development. A two-stage process is employed to develop ridership projections:

Stage 1: Generate Projected Travel Demand

Six scenarios are coded into Durham Region's Transportation Planning Model (GTA4) and evaluated against the five accounts.

- Scenario 0: 2024 Horizon Base Case that includes a reinstated Ontario Northlands service WITHOUT a station in Beaverton
- Scenario 1: 2024 Horizon + station stop in Beaverton
- Scenario 2: 2041 Horizon (Trendline Growth) Base Case that includes a reinstated Ontario Northlands service WITHOUT a station in Beaverton
- Scenario 3: 2041 Horizon (Trendline Growth) + station stop in Beaverton
- Scenario 4: 2041 Horizon (Focused Growth) Base Case that includes a reinstated Ontario Northlands service WITHOUT a station in Beaverton
- Scenario 5: 2041 Horizon (Focused Growth) + station stop in Beaverton

All scenarios assume 1 inbound train in the AM peak period and 1 outbound train in the PM peak period daily.

Stage 2: Harmonize Ridership Projections with Established IBC Method

To align the methodology in this study with the methodology used in the Ontario Northlands Initial Business Case, a series of regression models are recreated from annual

line ridership results published in the IBC relative to population. The IBC projected 2024 and 2041 annual line ridership for six servicing scenarios each with three northern terminus variants (North Bay, Timmins, and Cochrane) for a total of 24 scenarios altogether. This assignment will recreate those models and deploy them to output annual line ridership projections (and deltas) that incorporate the population of the proposed Beaverton station catchment for the various servicing scenarios. These outputs will then be used to both harmonize scenario ridership projections developed in Stage 1 and determine ridership ranges based on variations in servicing.

Ridership

Ridership is a fundamental account as it influences the rest of the design inputs and is typically the most zoomed in on factor for transportation investments. Unlike traditional transit services in the RoD, forecasting ridership at a proposed station in Beaverton presents some unique challenges. These challenges range from the theoretical (mode choice nest the Ontario Northland service belongs to, alternative specific constant that was used to account for unincluded attributes etc.) to the more practical such as the inclusion of visitor demand as well as the potential for travel to points north (beyond the model extents). Transparency and reproducibility are key when dealing with transit forecasting exercises and hence the RoD's variant of the GTA4 model (Durham Region Transportation Planning Model) was used to estimate boarding and alighting activity at the proposed Beaverton Station. The assumptions that were used in the RoD model for the purpose of forecasting ridership are shown below:

1. No station capacity constraint and costs were implemented in the model to reduce any impedance faced by *drive-access-transit* users.
2. Train frequency is assumed as 1 inbound train per day in the AM peak hour, and 1 outbound train per day in the PM peak hour, based-off the Northeastern Passenger Rail Service Initial Business Case (April 2022), prepared by Metrolinx.
3. Ontario Northlands overall corridor speeds were based-off of generalized travel times provided in the Northeastern Passenger Rail Service IBC as well as published VIA Rail travel times between Washago Station and Union Station, which use the same corridor.
4. Standard GO Rail distance-based fares were assumed.
5. Ridership estimates were developed at the daily level.
6. The 2024 and 2041 horizons were used for modeling purposes in line with the IBC, which represent opening day conditions and mature conditions, respectively.
7. Within Durham Region, 2024 land use for the RoD model was generated by linearly referencing 2016 and 2032 population and employment provided by Region of Durham. 2032 land use was expanded to a 2041 trendline using municipal land use

forecasts prepared by *Hemson Consulting* in 2016¹. The 2041 focused growth scenario altered the distribution of new residential growth in Brock Township so that an additional 25% was distributed to TAZs within 1.5km of central Beaverton, with total growth in Brock Township remaining unchanged.

8. Outside Durham Region, 2041 land use was built-off 2016 population and employment gathered from the Transportation Tomorrow Survey (TTS), which was expanded to 2041 based on publicly available growth forecasts prepared by *Hemson Consulting*.
9. GO Rail improvements planned for 2041 were incorporated in the 2041 network, which included any improvements noted in Metrolinx's 2041 Regional Transportation Plan.

Travel time savings (VHT)

Travel time savings are generated for all users from the RoD model and assume peak period travel conditions. The savings are segmented by commuter versus others, including RoD residents vs non-residents.

Vehicle kilometers travelled (VKT)

Like travel time savings, VKTs are tabulated across commuters, non-mandatory travel, residents, and non-residents. Total VKT savings are identified across scenarios. Zones with highest VKT savings are identified for ensuring logical patterns.

GHG emissions reduction

Any changes in emissions are primarily due to a change in VKT for travellers in the RoD model in each of the six scenarios. Given the need to only develop order of magnitude estimates, emissions were calculated as a function of GHG factors the team had developed for the Region of York.

Accessibility and connectivity

Accessibility is measured across several population segments and geographic regions for each of the six scenarios. Of special interest was the evaluation of how access to jobs and points-of-interest improved with the addition of a station at Beaverton.

¹ Metrolinx GGH Transportation Model: Land Use Forecast for Durham Region. *Hemson Consulting* (November, 2016).



Appendix B – Station Site Locations and Concepts



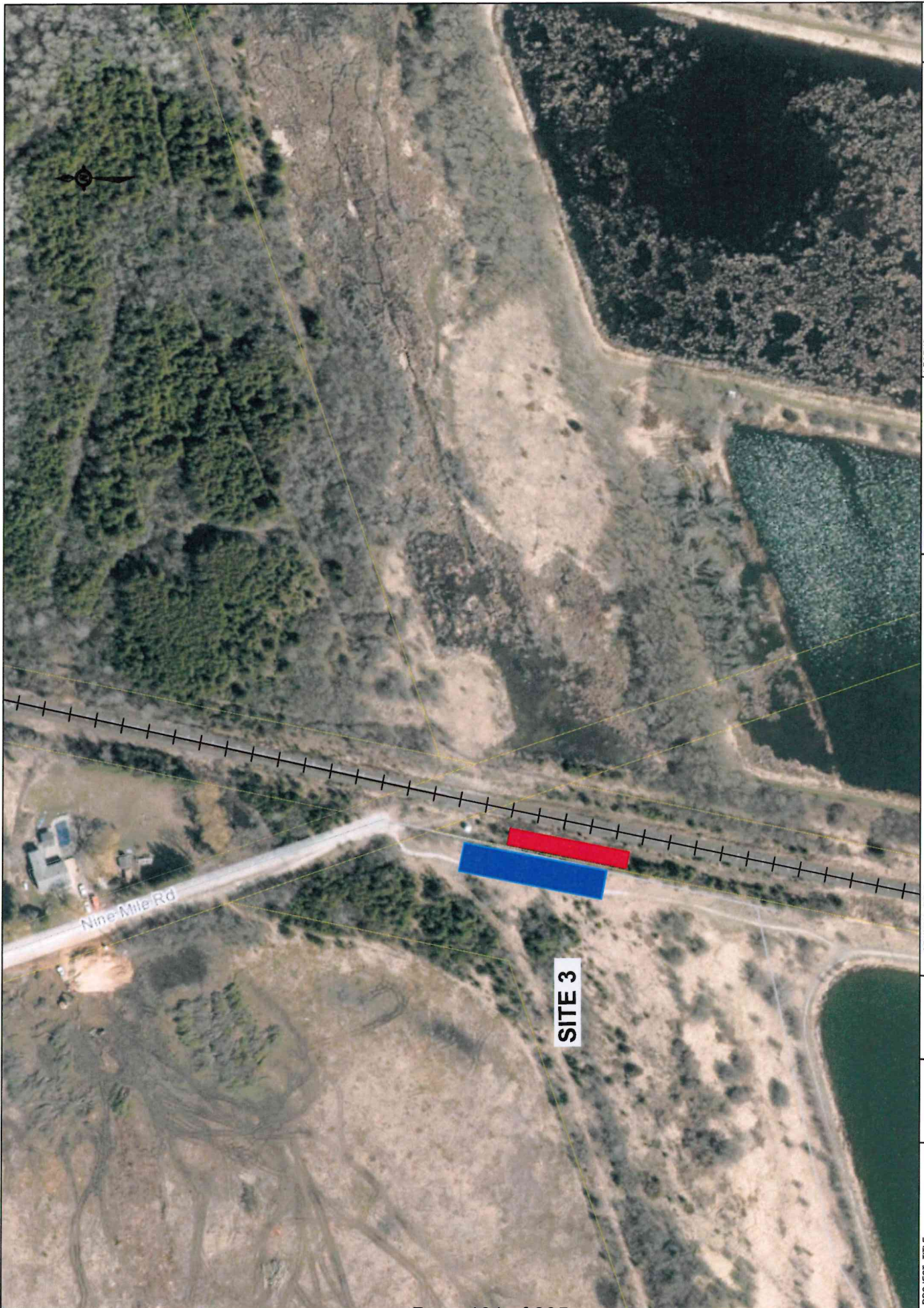
PROJECT TITLE BEAVERTON STATION			DRAWING TITLE OVERALL STATION LOCATIONS	SCALE 1:15000 DATE June 23, 2023	LEGEND --- 800m, 10 min walk radius --- Potential Station Locations --- Rail line - CN Railway	PLATE 1
---	---	---	---	---	---	-------------------



PROJECT TITLE BEAVERTON STATION	 	DRAWING TITLE SITE 1 STATION OPTIONS	SCALE 1:2000	LEGEND  Platform (5 x 50m)  Parking (12 x 60m)  Rail line - CN Railway	PLATE 2
			DATE June 23, 2023		



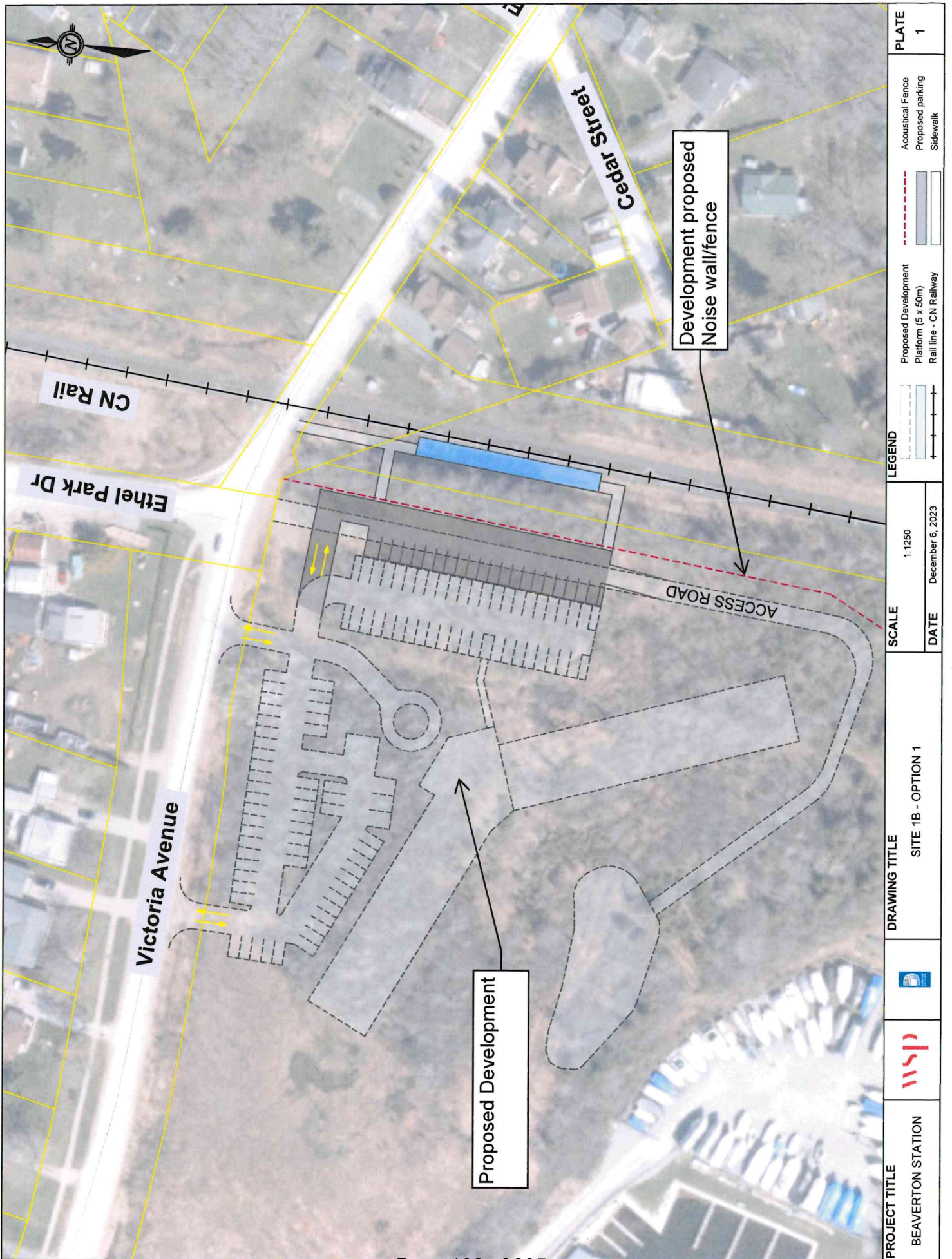
PROJECT TITLE BEAVERTON STATION	DRAWING TITLE SITE 2 STATION OPTIONS	SCALE 1:2000	LEGEND 	PLATE
				3
		DATE	June 23, 2023	



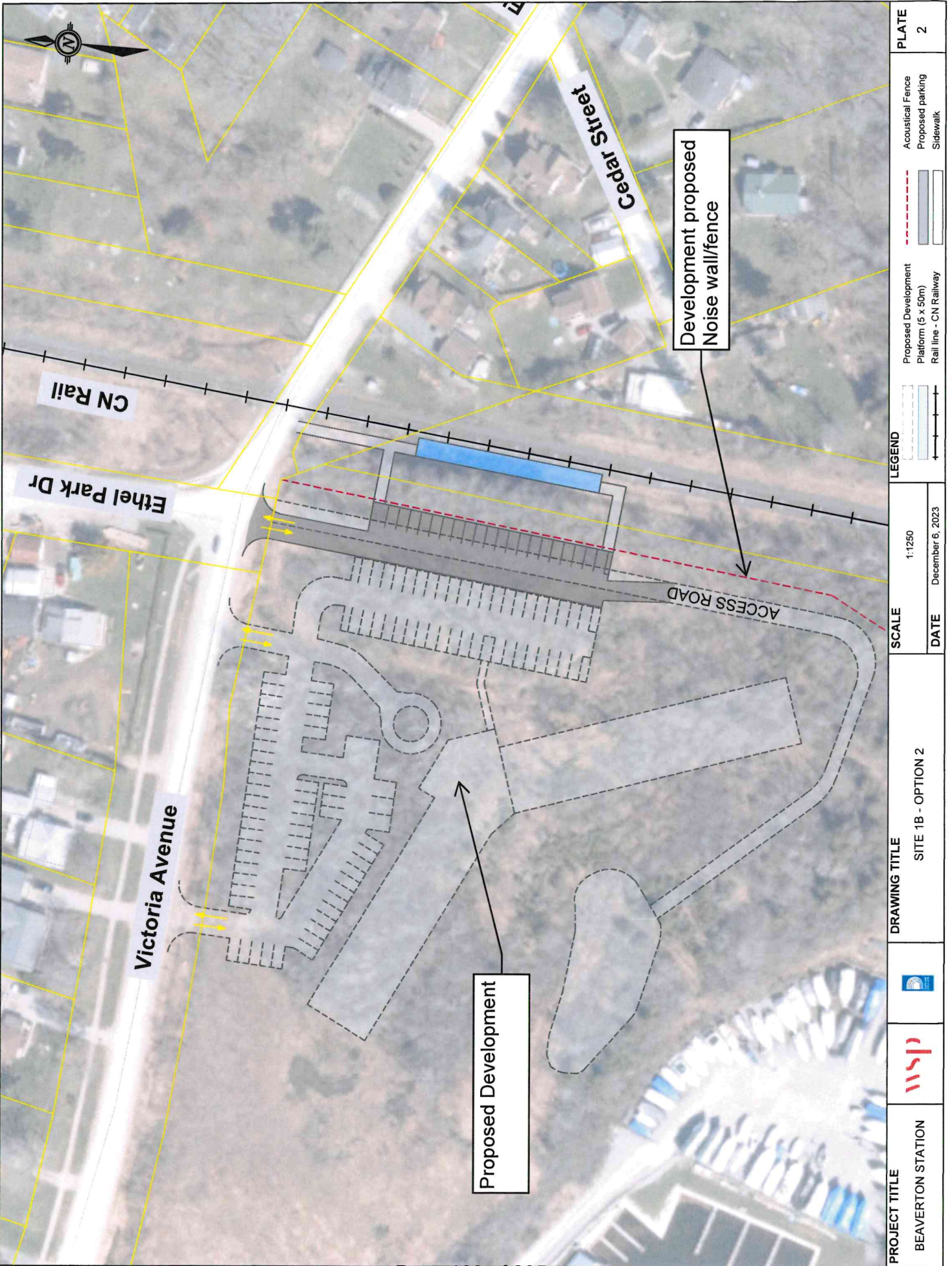
SITE 3

Nine Mile Rd

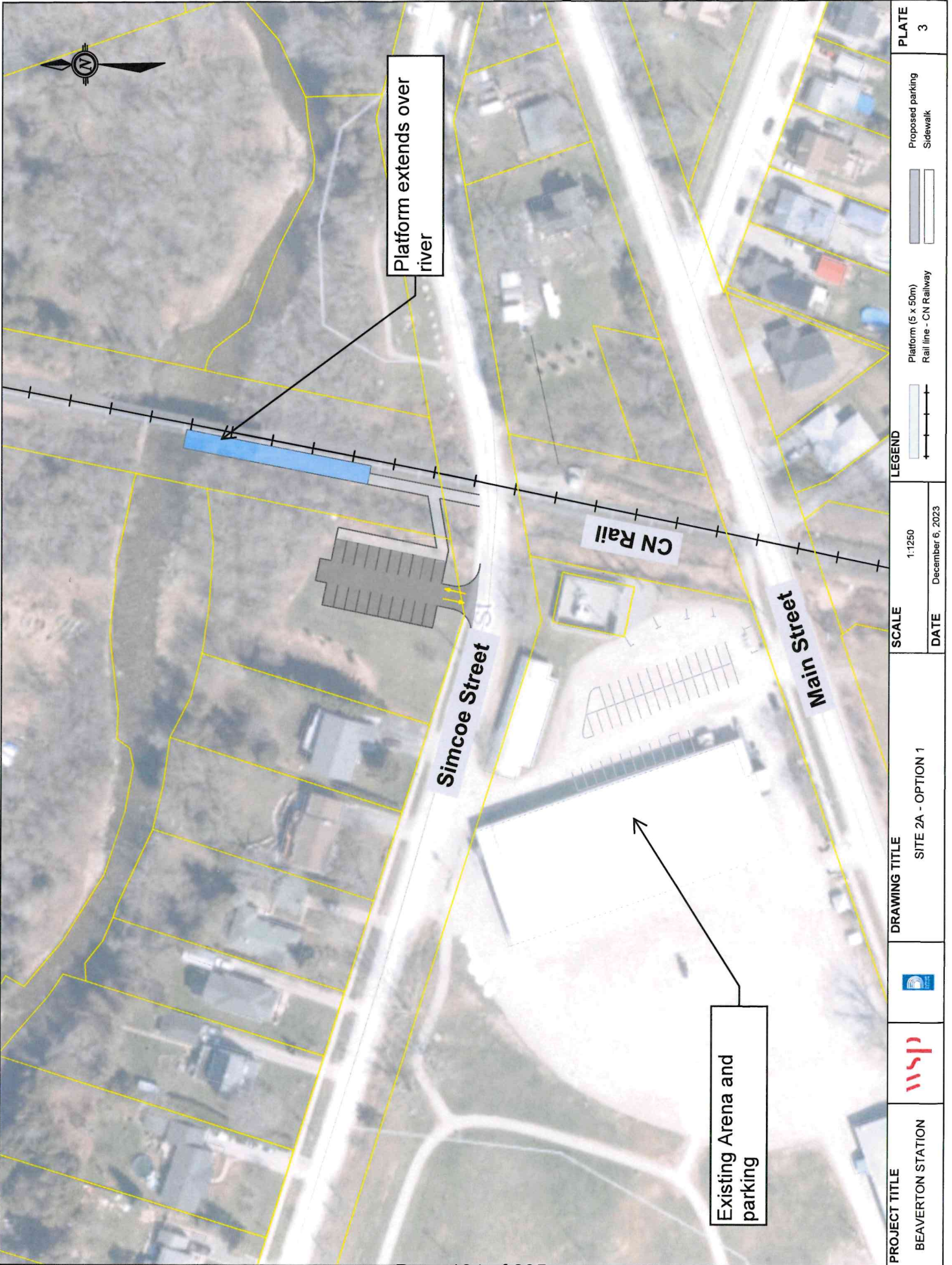
PROJECT TITLE BEAVERTON STATION			DRAWING TITLE SITE 3 STATION OPTION	SCALE 1:2000 DATE June 23, 2023	LEGEND  Platform (5 x 50m)  Parking (12 x 60m)  Rail line - CN Railway	PLATE 4
---	---	---	---	--	--	-------------------

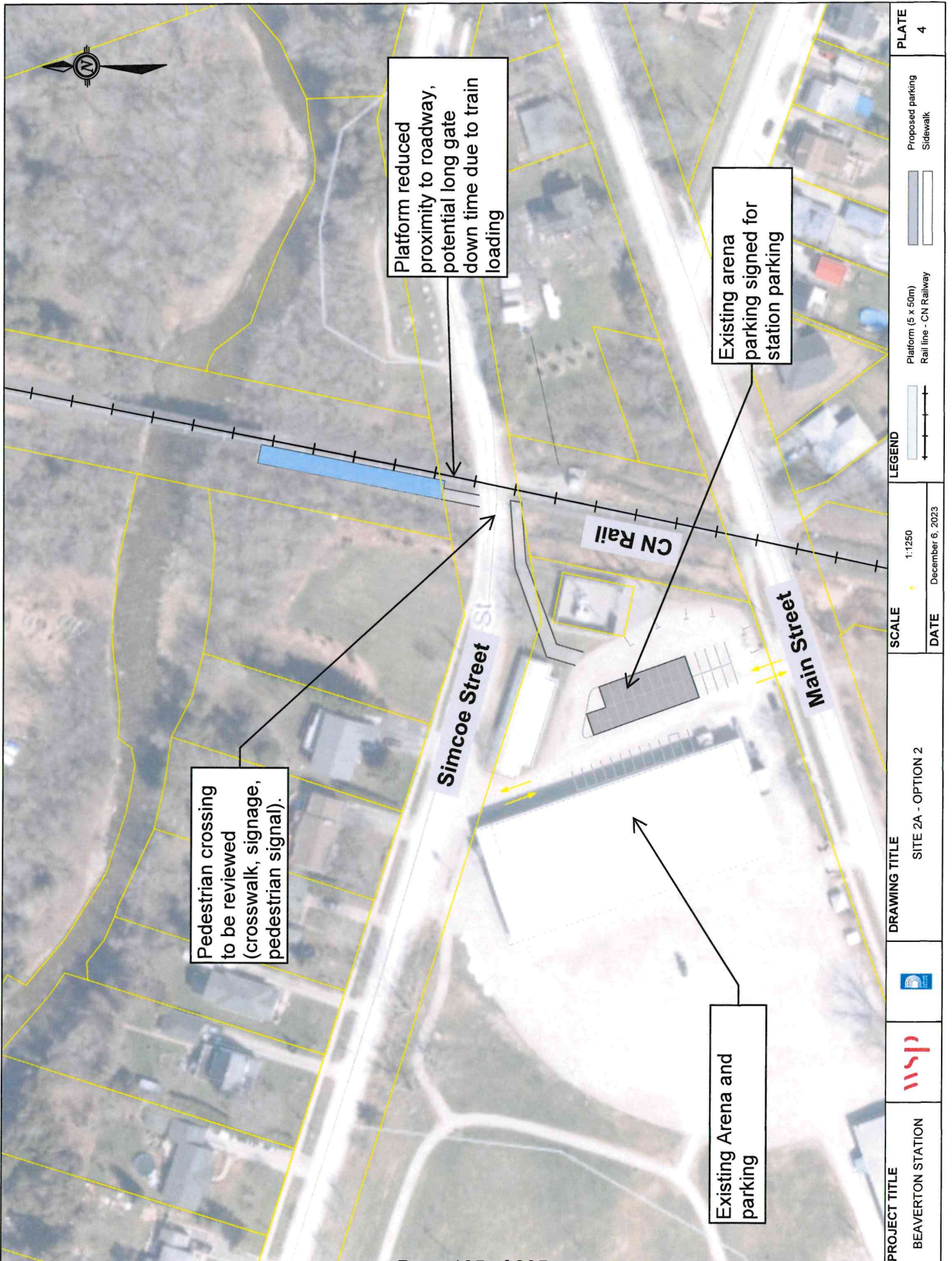


		DRAWING TITLE	SCALE	LEGEND	PLATE
		SITE 1B - OPTION 1	1:1250	    	1
PROJECT TITLE	DATE		December 6, 2023		
BEAVERTON STATION					



PROJECT TITLE BEAVERTON STATION	wsp	DRAWING TITLE SITE 1B - OPTION 2	SCALE	1:1250	LEGEND	Acoustical Fence	---	PLATE	2
			DATE	December 6, 2023		Proposed Development Platform (5 x 50m)	█	Proposed parking	█





Pedestrian crossing to be reviewed (crosswalk, signage, pedestrian signal).

Platform reduced proximity to roadway, potential long gate down time due to train loading

Existing arena parking signed for station parking

Existing Arena and parking

PROJECT TITLE BEAVERTON STATION	wsp	DRAWING TITLE SITE 2A - OPTION 2	SCALE 1:1250	LEGEND	Proposed parking Sidewalk	PLATE 4
			DATE December 6, 2023	Platform (5 x 50m) Rail line - CN Railway		



The Regional Municipality of Durham Report

To: Planning and Economic Development Committee
From: Commissioner of Planning and Economic Development
Report: #2024-P-13
Date: June 4, 2024

Subject:

Regional comments on ERO Posting #019-8707 to amend the lands covered by Ontario Regulation 102/72 (Federal Airport Lands MZO) in the City of Pickering

Recommendation:

That the Planning and Economic Development Committee recommends to Regional Council:

- A) That the Minister of Municipal Affairs and Housing be advised that Durham Regional Council has no objection to the revocation of lands within Ontario Regulation 102/72 that are outside the Greenbelt Plan Area; and
 - B) That a copy of Report #2024-P-13 be forwarded to the Ministry of Municipal Affairs and Housing and Durham's area municipalities.
-

Report:

1. Purpose

- 1.1 On May 22, 2024, the province issued Environmental Registry of Ontario (ERO) posting [#019-8707](#) to consult on a proposed amendment to Ontario Regulation 102/72, also known as the 1972 Minister's Zoning Order (MZO) for the federal airport lands in Pickering. The comment period ends on July 6, 2024.
- 1.2 The ERO posting notes that the request to revoke the 1972 MZO was made by the City of Pickering and that the City's original request has been scoped by the Ministry of Municipal Affairs and Housing to remove approx. 1,394 hectares (3,445 acres) of

O. Reg. 102/72 outside the Greenbelt Plan Area (see Attachments #1 and #2). The purpose of removing these lands from the existing MZO is to allow for the planning of future urban development within northeast Pickering, as proposed in the new Durham Regional Official Plan (ROP), currently before the Minister for a decision.

1.3 The purpose of this report is as follows:

- a. to inform Regional Council of this ERO posting;
- b. provide background context on the existing MZO;
- c. advise how the proposed amendment to the MZO could impact approval of the new Council-adopted ROP, Envision Durham; and
- d. recommend that Regional Council advise the province that it has no objection to the proposed revocation.

2. Background on the Federal Airport Lands

2.1 The existing provincial MZO covers approximately 3,540 ha (8,748 ac) in northeast Pickering, which generally applies to the lands north of Fifth Concession Road and east of the federal airport lands. This MZO restricts land uses in the area to agricultural uses and buildings and structures accessory thereto, including single dwellings used in connection with the agricultural operation, and home occupations. The existing MZO is intended to protect for the unimpeded operation of a future Pickering Airport, and places restrictions on the use of the land in proximity to the airport lands.

2.2 In 2015, the federal government initiated the process to update the Airport Site Order (ASO) and Pickering Airport Site Zoning Regulations (PASZR) to reflect a smaller, reconfigured potential airport site as a result of reduction in the number of proposed runways and a reallocation of lands to the Rouge National Urban Park (as detailed in Reports #2015-P-46 and #2015-P-47 dated September 8, 2015).

2.3 In accordance with an anticipated reduction to the ASO area, updated PASZR, which generally delineate and protect for the approach and take-off of the runways were drafted to reflect a smaller airport site. The proposed regulations were intended to result in two key changes:

- a. a newly designated smaller airport site; and
- b. new height restrictions related to buildings, structures and objects (including trees and natural growth) along take-off and landing corridors associate with the new airport site.

- 2.4 The existing Wildlife Hazard Zone, which prohibits land use activities which attract birds that may create a hazard to aviation safety; and, aviation communications restrictions, which prohibit electronic signal interference, were not proposed to change. Overall, the updated PASZRs would result in less private lands adjacent to the federal airport lands being impacted by height restrictions.
- 2.5 The updates to the ASO and PASZRs proposed in 2015 have not yet been finalized by Transport Canada. However, once updated, these regulations are intended to reflect the required airport site and runways and apply the appropriate protections and restrictions on surrounding lands. These updates would have the effect of reducing the overall area that may need to be covered by the provincial MZO.
- 2.6 In addition to the development control provided by the PASZRs, Transport Canada uses a Noise Exposure Forecast (NEF) system to provide a measurement of the actual and forecasted aircraft noise in the vicinity of airports. NEF contour mapping is developed by Transport Canada to help municipal governments implement best practices in designating and zoning lands in the vicinity of airports. NEF mapping was developed by Transport Canada several decades ago for the original seven runway configuration; however, proposed updates to the NEF mapping to reflect the three-runway scenario were not included in Transport Canada's 2015 release.
- 2.7 The original NEF mapping is included within Envision Durham as Figure 13. Figure 13 shows that the majority of the northeast Pickering urban expansion lands are within the 25 NEF contour, which is significant because according to both the current Provincial Policy Statement and the proposed Provincial Planning Statement, sensitive land uses such as housing, daycare centres, health facilities, etc. may take place within the 25 NEF contour. Updates to reduce the ASO and PASZRs should ultimately result in similar reductions to the extent of the NEF contour mapping.

3. Background in the Context of the New ROP

- 3.1 Through Envision Durham, the Region undertook an extensive, highly consultative examination of growth allocations and locations for Settlement Area Boundary Expansions. As a result, the new Regional Council-adopted ROP includes approximately 1,780 hectares (4,398 acres) of new urban land in northeast Pickering within the 2051 urban area boundary (see Attachment #3).

3.2 More detailed planning through the secondary planning process is being undertaken by the City of Pickering. Given that the new 2051 urban area boundaries have not yet been approved by the Minister of Municipal Affairs and Housing, Pickering is aware it is undertaking this secondary planning exercise at its own risk. This secondary plan work would include more detailed policies to protect for the future federal airport. The new ROP includes explicit requirements for the lands located within the Pickering 2051 Urban Expansion Area (i.e. northeast Pickering) in Policy 5.7.8 b) to:

“assess the impacts of existing Minister’s Zoning Orders and Airport Site Order and Zoning Regulations which currently restricts the development of these lands as a result of the potential for a future airport to the west. Development shall not proceed until such time it has been demonstrated that the relevant requirements, including those related to noise and building height restrictions have been met. Satisfying the requirements of this policy may be dependent on future actions first being undertaken by provincial and federal levels of government, as described in Policy 5.5.36.”

3.3 New ROP Policy 5.5.36 outlines Regional Council’s request to the federal and provincial governments to undertake updates to the regulations and documents that apply to the federal lands in Pickering to reflect the current land area and planned runway configurations for the potential future airport, as follows:

- a. completing the proposed updates to the Pickering Airport Site Order and Pickering Airport Zoning Regulations to reflect the revised/reduced federal lands in Pickering and provide detailed mapping related to any applicable building height restrictions;
- b. undertaking updated Noise Contour Mapping to reflect the revised/reduced federal lands in Pickering and updated potential airport configuration and flight paths;
- c. based on the results of a) and b), undertaking updates to the existing Minister’s Zoning Orders to reflect the revised/reduced federal lands in Pickering and updated Noise Contour Mapping; and
- d. in consultation with the Region of Durham, City of Pickering, Indigenous communities and other affected stakeholders, undertake the preparation of an airport master plan.

4. Comments on the Proposed Amendments to the Federal Airport Lands MZO

4.1 In April 2019, Durham Regional Council confirmed its support for the development of an airport on the federal lands in Pickering; focusing on innovation, investment and employment within a model of sustainable operations. The new ROP

incorporates policies that protect for the future use and supports the advancement of the federal airport lands.

- 4.2 On May 17, 2023, Regional Council adopted the new ROP to include the whitebelt lands of northeast Pickering as a “2051 Urban Expansion Area”, with a series of policies to ensure that both the future federal airport and future urban development can be protected and planned in conjunction with each other.
- 4.3 Furthermore, a key objective supporting “A Prosperous Region”, Chapter 2 of the new ROP, is supporting the development of an airport on the federal lands in Pickering. This objective is reinforced throughout the document in policies that support improvements to the transportation system in the region, including connectivity to the Strategic Goods Movement Network (Policy 2.1.10 (e) and 8.5.9); and, a suite of policies that support and serve the development of a future airport, including advocating for a commitment from the federal government on the lands (Policies 2.1.18 to 2.1.21).
- 4.4 The intent of ERO Posting #019-8707 to amend the lands covered by O. Reg. 102/72 to remove approx. 1,394 ha (3,445 ac) from the Federal Airport Lands MZO, is consistent with Regional Council’s May 2023 decision to adopt the new ROP.
- 4.5 Should this amendment to the Federal Airport Lands MZO be approved by the Minister, it could resolve several proposed modifications contained within the Minister’s Draft Decision on the new ROP sent by Provincial staff to Regional staff on May 6, 2024, and subsequently shared within the [May 10th Council Information Package](#). Among the 77 proposed modifications contained within the Draft Decision, six modifications pertain specifically to the removal of new urban lands within northeast Pickering, proposing to redesignate those lands as a Special Study Area until such time as the Minister amends or revokes the Federal Airport Lands MZO.
- 4.6 While an amendment to the MZO could resolve the six proposed modifications within the Draft Decision, the new ROP would still require refinements to reflect the amended MZO, including but not limited to portions of the policies noted within this report. Regional staff will draft those refinements and provide to Provincial staff as additional Regional modification requests. Regional staff continue to have productive discussions with Provincial staff in an effort to obtain approval of the new ROP in a form that most closely reflects the document that was adopted by Regional Council on May 17, 2023.

5. Previous Reports

5.1 The following previous reports relate to the themes discussed within this report:

- a. Federal Pickering Lands Update – Report #2015-P-46 (September 8, 2015)
- b. Pickering Airport Site Order and Site Zoning Regulations – Report #2015-P-47 (September 8, 2015)
- c. Envision Durham – Growth Management Study, Phase 2: Draft Settlement Area Boundary Expansions and Area Municipal Growth Allocations – Report [#2022-INFO-91](#) (November 10, 2022)
- d. Envision Durham – Recommendations on the new Regional Official Plan – Report [#2023-P-15](#) (May 17, 2023)

6. Relationship to Strategic Plan

6.1 This report considers themes associated with planning for growth in a sustainable, progressive, and responsible manner, and therefore aligns with/addresses the following strategic goals and priorities in the Durham Region Strategic Plan:

- a. Under Goal Area 2 – Community Vitality:
 - 2.1 – Revitalize existing neighbourhoods and build complete communities that are walkable, well connected, and have a mix of attainable housing
 - 2.5 – Build a healthy, inclusive, age-friendly community where everyone feels a sense of belonging
- b. Under Goal Area 3 – Economic Prosperity:
 - 3.1 – Position Durham Region as the location of choice for business
 - 3.2 – Leverage Durham’s prime geography, social infrastructure, and strong partnerships to foster economic growth
 - 3.4 – Capitalize on Durham’s strengths in key economic sectors to attract high-quality jobs
- c. Under Goal Area 4 – Social Investment
 - 4.1 – Revitalize community housing and improve housing choice, affordability and sustainability

7. Conclusion and Next Steps

7.1 Amending the Federal Airport Lands MZO to remove a portion of the lands that are outside of the Greenbelt Plan Area allows the long-range planning for northeast

Pickering to proceed, while protecting for the future airport land uses with a suite of other policies and regulatory tools.

7.2 It has long been recognized by Regional Council that development in northeast Pickering is constrained but not prohibited in concept. The proposed amendment to the Federal Airport Lands MZO is not inconsistent with the positions of Regional Council as identified in the new Council-adopted ROP.

7.3 Regional staff will continue to work collaboratively with Provincial staff in order to resolve all outstanding proposed modifications to inform the pending final decision from the Minister of Municipal Affairs and Housing on the new ROP.

8. Attachments

Attachment #1: City of Pickering's Request to Revoke O. Reg. 102/72

Attachment #2: Province of Ontario's Mapping for Lands Proposed to be Revoked

Attachment #3: Map Excerpt of Northeast Pickering from the New ROP

Respectfully submitted,

Original signed by

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

Recommended for Presentation to Committee

Original signed by

Nancy Taylor for
Elaine C. Baxter-Trahair
Chief Administrative Officer



Sent by email

May 17, 2024

Minister Paul Calandra
Ministry of Municipal Affairs and Housing
Municipal Services Office – Central Ontario
777 Bay Street, 16th Floor
Toronto, ON M7A 2J3
minister.mah@ontario.ca

Subject: Request to Revoke O. Reg. 102/72

File: A-1000-002

Dear Minister Calandra,

As you are aware, last year the Government of Ontario expanded Strong Mayor Powers to the mayors of large and fast-growing municipalities that have committed to a municipal housing pledge in order to achieve their respective housing targets as set out by your Ministry. In a letter dated June 16, 2023, I had advised former-Minister Steve Clark that I would be utilizing Strong Mayor Powers and Duties relating to amendments to the *Municipal Act* and Regulations 530/22 and 580/22. As a Strong Mayor, I am fully committed to advancing the Provincial Priorities of building 1.5 million new homes in Ontario and constructing the necessary infrastructure needed to support this housing.

In this context, I am respectfully requesting that the Government of Ontario revoke O. Reg. 102/72, a Provincial MZO. Through Envision Durham, the comprehensive review of the Durham Regional Official Plan, I wish to emphasize that the Federal Pickering Airport Lands have been considered throughout this multi-year process. Restrictions regarding a potential airport are outlined in the Regional Official Plan, which makes it clear that constructing an airport and developing Northeast Pickering are separate and independent matters. The Regional Official Plan does not limit an airport nor depend on one. In fact, planning and developing Northeast Pickering will help inform the Federal Government's decision making on whether or not to site an airport in Pickering.

Additionally, Minister Calandra, I am respectfully requesting that Northeast Pickering remains inside the Urban Area Boundary as set out in the Durham Regional Official Plan. Envision Durham was a comprehensive Official Plan Review process, which consulted with the public and numerous stakeholders over a five-year span. The Land Needs Assessment and Growth Allocations

included Northeast Pickering, which will accommodate over 40,000 residents and 10,000 jobs. The Northeast Pickering lands are required to meet the forecasted growth needs in Pickering and Durham Region, and removal of these lands will require significant revisions to the Regional Official Plan, and will ultimately undermine the Province's stated goal of building more homes for Ontarians.

It should be noted that Pickering Council has passed a resolution in support of the future development of Northeast Pickering, and subsequently Durham Regional Council adopted its new Regional Official Plan, which included Northeast Pickering within the Urban Area Boundary.

I thank you again for your time and consideration. We look forward to working in collaboration with the Government of Ontario to build tens of thousands of new homes for our citizens. United in vision and purpose, we can meaningfully address this housing crisis together. Please do not hesitate to contact me with any questions or concerns you may have at kashe@pickering.ca or 905.420.4600.

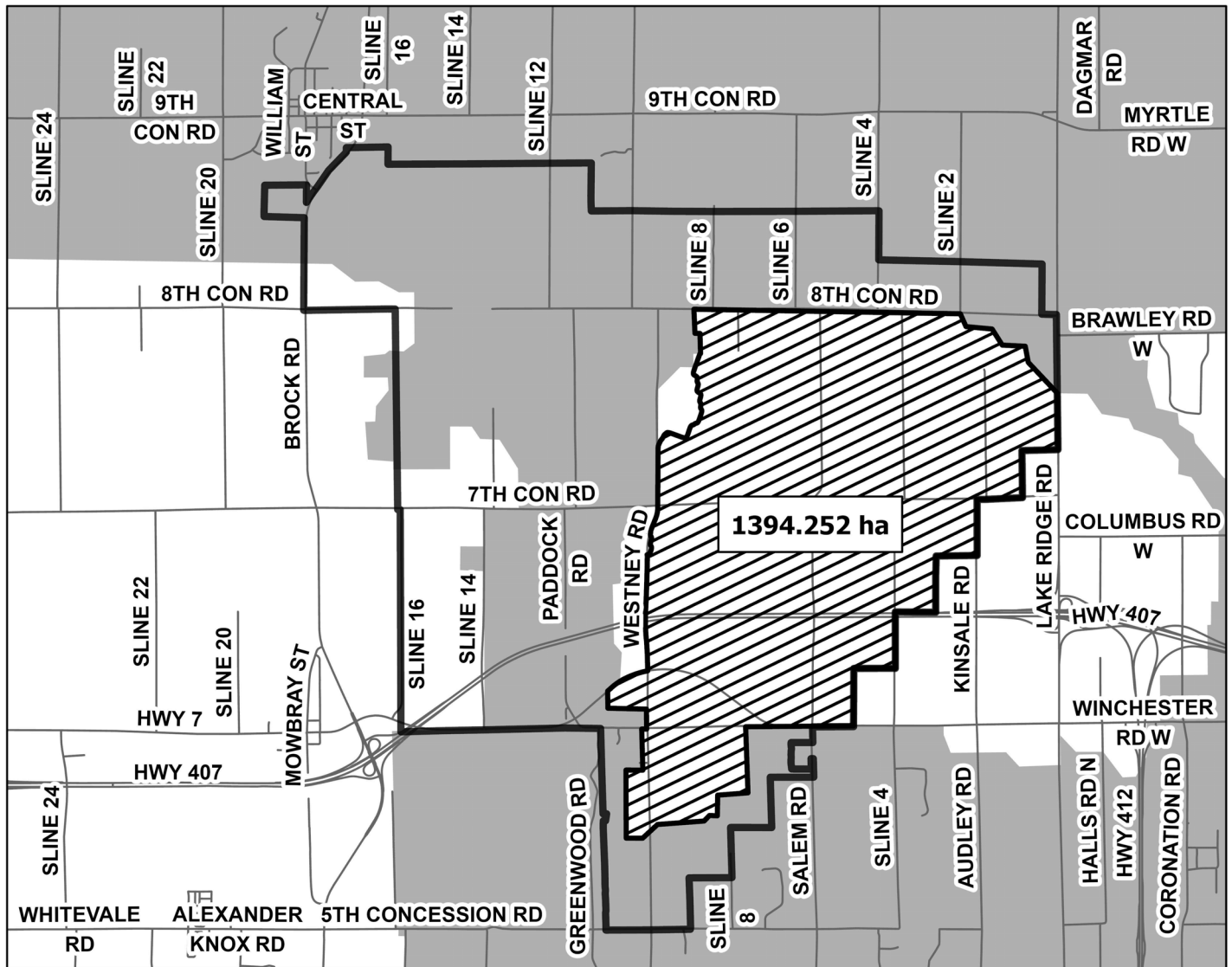
Yours truly

A handwritten signature in black ink that reads "Kevin Ashe". The signature is written in a cursive style with a large initial "K".

Kevin Ashe
Mayor, City of Pickering

Copy: The Honourable Doug Ford, Premier
Peter Bethlenfalvy, MPP Pickering - Uxbridge
John Henry, Regional Chair and CEO

Ontario Regulation 102/72, City of Pickering



<p>LEGEND</p> <ul style="list-style-type: none"> Lands Subject to Ontario Regulation 102/72 Lands Proposed to be Revoked Greenbelt Plan Roads 	<p>Map North (Degrees): 19°E</p> <div style="text-align: center;"> <p>0 1,000 2,000</p> <p>Metres</p> <p>1 cm equals 600 metres</p> </div>
--	--

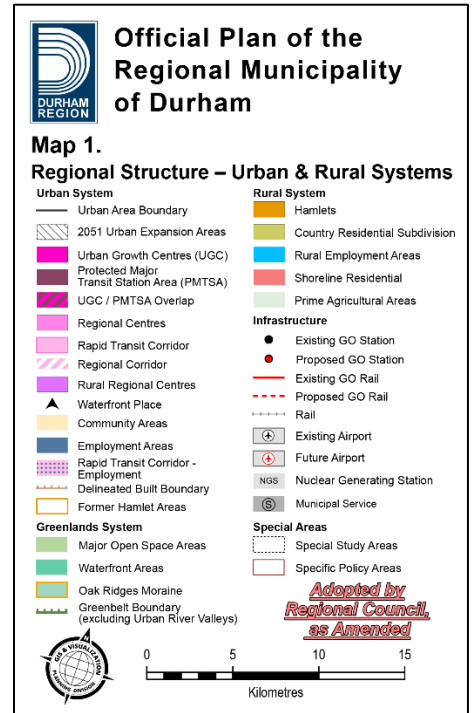
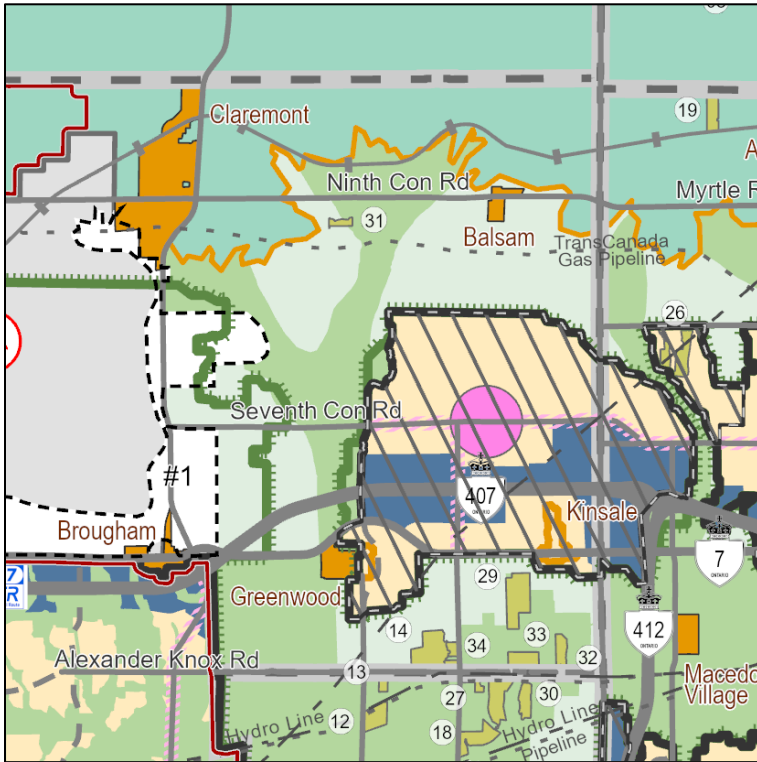
THIS IS NOT A PLAN OF SURVEY



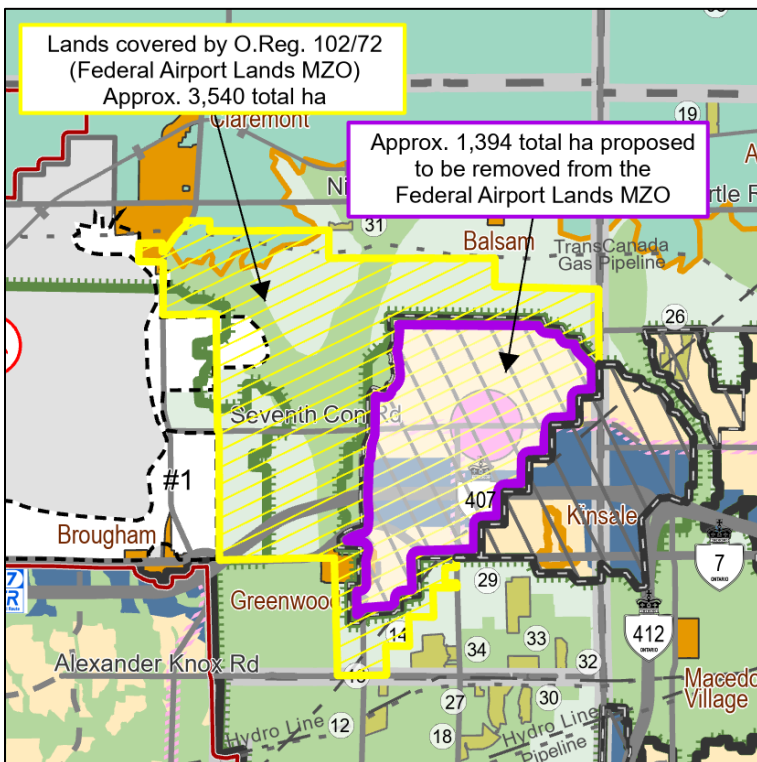
Information provided by the Ministry of Municipal Affairs and Housing,
under licence with the Ministry of Natural Resources.
© King's Printer for Ontario, 2024.

Map 1. Regional Structure – Urban and Rural System Northeast Pickering

Adopted ROP, as amended



Proposed Amendments to O. Reg. 102/72 within ERO #019-8707



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



The Regional Municipality of Durham Report

To: Planning and Economic Development Committee
From: Commissioner of Planning and Economic Development
Report: #2024-EDT-9
Date: June 4, 2024

Subject:

Arts and Culture Mapping Report

Recommendation:

That the Planning and Economic Development Committee recommends:

That this report be received for information.

Report:

1. Purpose

- 1.1 The purpose of this report is to provide background information for an Arts and Culture Collaborative Mapping Report which was received by Durham Region in March 2024 from the Durham Region Arts and Culture Collaborative.
- 1.2 Committee is advised that Lauren Gould, CEO of the Robert McLaughlin Gallery, representing the Durham Region Arts and Culture Collaborative, will be appearing as a delegation to the June 4, 2024, meeting.

2. Background

- 2.1 A new grassroots initiative formed in 2021 which acts as a pan-regional, unincorporated organization. The Durham Region Arts and Culture Collaborative (the Collaborative) have been meeting on a regular basis to collaborate across municipal borders and boundaries and have discussed potential areas for improvement in programming delivery to support arts and culture in Durham Region.

- 2.2 In a letter to Regional staff from the Collaborative in February 2023 the group invited Durham to explore opportunities for creating region-wide support and resources for artists, creatives, and cultural workers. The letter was signed by 12 large arts and culture organizations in the region, as well as about 100 additional signatures from artists, arts and culture workers, and arts industry advocates from all areas of Durham Region.
- 2.3 The letter made three specific requests for support with a phased approach. Phase one asked for support to gain an understanding of the arts and culture sector which would survey residents, artists and arts workers, complete a mapping exercise, and provide a report on the full picture of arts and culture in the region.
- 2.4 Regional staff responded with a commitment to assist with phase one of the Collaborative's plans. With \$20,000 in funding sourced from the Region's 2023 approved operational budget, the Collaborative hired consultants to conduct research on understanding the arts and culture landscape in Durham Region. Almost 200 individuals participated in the process.

3. Arts and Culture as a Strategic Economic Priority

- 3.1 Cultural tourism is one of the fastest growing segments of the tourism industry, accounting for about 40 per cent of tourism worldwide. (State of the Ontario Tourism Industry Report, 2022) Further, the average arts and culture trip generates nearly triple the economic impact of non-arts and culture-related trips. (Ontario Arts and Culture Tourism Profile, August 2023)
- 3.2 Durham Region has a strong cultural sector. It is home to Parkwood National Historic Site which, in addition to its role as a historical museum and tourism destination, is a top 10 filming location in Canada. Other major assets and cultural attractions include The Robert McLaughlin Gallery, Station Gallery and the Visual Arts Centre of Clarington, the Ontario Philharmonic, Canadian Automotive Museum, multiple local history museums, public art destinations, as well as an array of art associations, galleries, artist studios, venues, makers' hubs, and tourism loops.
- 3.3 In Durham Region, the arts, cultural, and creative industries cluster spans a wide range of business types. Creative businesses and organizations provide social value to residents, while helping to attract tourism and new residents. These destinations and workforce are vital to the region's Quality of Place, while also playing a critical role in creating jobs and prosperity in our local economies.

- 3.4 As a result of the above factors, arts, culture, and the creative industries are identified as a 'Priority Cluster' in the Economic Development and Tourism strategic plan, Ready Set Future: A PLACE Blueprint for Durham (Ready Set Future) as well as its subplan Growing North Durham. It is also identified in the draft Durham Tourism Action Plan, which will be presented to Planning and Economic Development Committee in September 2024.
- 3.5 Following Council direction, in 2023, the Region engaged with the community and arts sector to inform the development of a [public art and creative placemaking policy and program](#) for Durham Region to facilitate and enable projects on Regional property. The policy and program will be presented to Regional Council for approval in September 2024.
- 3.6 As identified in Ready Set Future, growth in the arts, cultural, and creative industries contribute to the magnetism of a community for talented workforce and visitors. Various actions in Ready Set Future address the arts and culture industries, with specific examples including:
- a. Action 3.2.1. Develop cluster growth strategies for key priority clusters: future energy, next-generation mobility, arts and creative, applied digital technology, and agri-food.
 - b. Action 4.2.1 Explore the creation of a fund that supports the region's diverse arts and cultural industries including creative and culinary businesses, events, festivals and placemaking.
- 3.7 While Regional staff resources are currently focused on specific strategies to further develop Film and Television as well as Music sectors, future actions may include more specific activities that support arts and culture activities more broadly in line with strategic priorities.
- 3.8 In Durham Region, Area Municipal staff also play a vital role by fostering vibrant local culture through a tapestry of arts and cultural programming, including festivals and events that showcase the distinct charm of each municipality.

4. Arts and Culture Sector Report Recommendations

- 4.1 In March 2024, Regional staff received a report titled "Phase 1 Report: Research and Mapping of Durham Region's Arts and Culture Sector" from the Collaborative which contains a summary of findings, key take aways, a cultural asset map and four recommendations, which are:

1. Create an Open-Access and Community-Populated Database
2. Enhance Regional Capacity and Collaboration
3. Explore Regional Arts Council Models
4. Hire a dedicated Regional Staff Person

4.2 A copy of the Phase 1 report is attached as Attachment #1.

5. Staff Response and Next Steps

5.1 Since receiving the report, Regional staff in Economic Development and Tourism along with the CAO's office – Strategic Initiatives have actioned the following areas:

- a. Submitted two CityStudio projects which address recommendations from the report: Recommendation 1: Create an Open-Access and Community Populated Database and Recommendation 2: Explore Regional Arts Council Models. CityStudio is a model of experiential learning that sees projects taken on by post-secondary students in collaboration with Regional staff. Responses to these calls for projects may be received in September 2024.
- b. In response to Recommendation 2: Enhance Regional Capacity and Collaboration, staff have reviewed past approaches to hosting ongoing collaborative meetings between museums and other arts industry groups. Staff identified an opportunity to re-establish a centralized role in enabling organized, collaborative discussion within the arts and culture sector. Staff will meet with the Collaborative and identify the best method for this facilitation.

5.2 In response to Recommendation 4: Hire a dedicated Regional Staff Person, staff are unable to recommend this action within the approved 2024 Business Plan and Budget. The request will be considered by staff in future budget years.

6. Relationship to Strategic Plan

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

- a. Priority 3.1 - Position Durham Region as the location of choice for business.
- b. Priority 3.2 - Leverage Durham's prime geography, social infrastructure, and strong partnerships to foster economic growth.

7. Conclusion

7.1 The vision for a prosperous economic future for Durham Region includes that it has a distinct identity for arts, culture and creative industries.

7.2 Staff will continue to work with the arts and culture sector, including through the Durham Region Arts and Culture Collaborative, to support the recommendations of the report, and continue to explore other opportunities to help strengthen the regional arts and culture sector.

8. Attachments

Attachment #1: Phase 1 Report: Research and Mapping of Durham Region's Arts and Culture Sector

Respectfully submitted,

Original signed by

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

Recommended for Presentation to Committee

Original signed by

Nancy Taylor for
Elaine C. Baxter-Trahair
Chief Administrative Officer

Durham Region Arts and Culture Collaborative

Phase 1 Report: Research and Mapping of Durham Region's Arts and Culture Sector

February 2024

Table of Contents

[Executive Summary](#)

[Introduction](#)

[What We Heard - Key Takeaways from Phase 1](#)

[Recommendations](#)

[Appendix A: Detailed Summary of What We Heard](#)

Executive Summary

Introduction

Durham Region¹ is home to many creatives, artists, collectives, groups, organizations, and municipalities that provide arts and culture experiences. These experiences not only provide enjoyment for residents and visitors, but they also contribute significantly to the overall vibrancy, sense of community, well-being, and economic strength within the region. With that being said, Durham Region's arts and culture sector is facing challenges that require increased support, advocacy and collaboration across the region.

What is this project?

In the summer of 2022, an ad-hoc group of artists, volunteers and residents formed the Durham Arts and Culture Collaborative (“the Collaborative”) and began meeting to discuss opportunities for better collaboration, visibility and advocacy for the arts and culture sector in the region. Following a [letter](#) addressed to the Regional Municipality of Durham (“Region of Durham”) in February 2023, outlining a strategic three-phase plan, the Collaborative received support for Phase 1, focused on comprehensive research of the local arts and culture sector. Between the summer and fall of 2023, the Collaborative hired external consultants Sara Udow and Jao Dantes to conduct this research.

What We Heard - Key Takeaways

Arts and Culture in the Durham Region today:

While there is a vibrant arts and culture scene with passion and excitement, this is a challenging time for many artists, creatives, and cultural workers. Organizations and artists are still recovering from the socio-economic impacts of the COVID-19 pandemic, costs of living are on the rise, and volunteerism is on the decline. This context threatens the ability of local arts and cultural organizations and individual artists and creatives to thrive in a sustainable way.

What's needed to make arts and culture thrive in Durham Region:

- More regional connections to support networking and collaboration opportunities amongst artists, creatives, and entrepreneurs in the region. This includes networking and professional development opportunities.
- Increased communications and promotions for arts and cultural events, programs, activities, and paid/employment opportunities. This validates the Collaborative's initial idea that developing a centralized artist database is a critical step to support local artists and creatives.

¹ Note: This report uses “Region of Durham” to refer to the regional municipality whereas “Durham Region” refers to the region more generally.

- Better collaboration and communication between the different levels of government, local educational institutions, and arts organizations. Specifically, we heard the need for the Region of Durham to better engage the local municipalities when working on broader arts and cultural policies, strategies, and supports.
- Advocacy for the value of arts and culture, as well as increased funding, at a regional level.
- Tap into the opportunities that a more collaborative and cohesive arts and culture sector can create, including its role in building a region-wide identity, and contributing to tourism and economic development.

The Role of a Regional Arts Council:

- There is strong support for a Regional Arts Council with a broad focus and commitment to diversity, equity, and inclusion.
- There are different understandings of what the role of an arts council would be. For Durham Region, the focus of an arts council could be on advocacy, networking and information-sharing, not program delivery.
- Regardless of the direction taken or the main goal of a regional arts council, it will need funding to support its work.

Recommendations

Recommendation 1: Create an Open-Access and Community-Populated Database

- Develop a community-populated database for Durham Region-based artists, creatives, arts organizations, venues, resources, and events. This database will serve as a central hub for information sharing, networking, and promotion within the region and connect artists, cultural workers, and community members with opportunities.

Recommendation 2: Enhance Regional Capacity and Collaboration

- Increase resources and collaboration at the regional level to better support and align with arts and culture activities.
- Establish a regional arts and cultural working group to foster collaboration, avoid duplication of efforts amongst partners, and create a shared vision for the arts and culture sector.

Recommendation 3: Explore Regional Arts Council Models

- Continue exploring regional and municipal approaches to support arts and culture through dialogue with existing arts organizations and councils in the region.
- Conduct a review of comparable regional arts councils and innovative models to determine the most suitable framework for the Region of Durham.

Recommendation 4: Hire a dedicated Regional Staff Person

- Hire a dedicated staff member at the Region of Durham to engage the creative community, manage this work and support Invest Durham's 2023-2027 Strategy and Action Plan, recognizing the sustained efforts that go beyond volunteer contributions.

Read more about the recommendations and next steps in the [Recommendations](#) section of this report.

Introduction

Arts and cultural experiences in the Durham Region² not only provide enjoyment for residents and visitors, they also contribute significantly to the overall vibrancy, sense of community, individual well-being, and economic strength. Durham Region is home to many diverse creatives, artists, collectives, groups, and organizations, as well as institutional and municipal partners, that help bring arts and cultural experiences of various disciplines including across rural and urban settings and for a wide diversity of participants including youth, families, seniors, and newcomers.

The Region of Durham recognizes the benefits of arts and culture. It recently approved a regional Public Art Program and Invest Durham's strategy, which includes a pillar around arts and culture. There is an opportunity to continue to build upon the momentum of regional directions and the passion of various arts and cultural groups across the region to build a stronger and more collaborative arts and cultural sector.

Project Overview

Since 2022, the Durham Region Arts and Culture Collaborative has been advocating for greater support for arts and culture across the region. In February 2023, the Collaborative shared [a letter to the Region of Durham](#) to explore opportunities for region-wide support and resources for artists, creatives, and cultural workers. The letter outlined a three-phased approach to achieve success, with Phase 1 proposed as an opportunity to conduct in-depth research of the arts and culture sector within the region.

With support from the Region of Durham, the Collaborative and external consultants Sara Udow and Jao Dantes, conducted in-depth research on understanding the arts and culture landscape in Durham Region. Work included:

- Background research;
- Interviews and focus groups with artists, municipalities, institutions and the Durham Region Arts and Culture Collaborative;
- An online survey engaging the general public and arts and cultural community;
- The development of a crowdsourced cultural asset map.

Almost 200 people participated in this process. More information on the activities can be found in [Appendix A: Detailed Summary of What We Heard](#).

² Note: This report uses "Region of Durham" to refer to the regional municipality whereas "Durham Region" refers to the region more generally.

What We Heard - Key Takeaways from Phase 1

Key takeaways, recommendations, and next steps from Phase 1 of the project are shared below. For more details on how we arrived at these key takeaways and recommendations, please visit [Appendix A: Detailed Summary of What We Heard](#).

What We Asked

Throughout engagement (including the focus groups, interviews, and an online survey), we asked participants to share perspectives and ideas on the following core project questions:

- What is the arts and culture scene in Durham Region today (what's happening, what's working well, trends, etc.)?
- What is needed to support the arts and culture scene in Durham Region into the future?
- Is a regional arts council needed? If so, what is the possible role(s) of a Regional Arts Council unique to Durham Region?

What We Heard

Arts and Culture in Durham Region Today

Durham Region's arts and culture scene is vibrant, active, and growing! Through our engagements, we heard that there are "great institutions, events, passionate people and talent" and a "groundswell" of support and excitement for arts and culture more generally in Durham. Specifically, participants named local institutions like The Robert McLaughlin Gallery, Station Gallery, Scugog Arts Council, Visual Arts Centre of Clarington and public libraries as places that have historically stewarded and continue to host arts and culture experiences and opportunities. In addition, we heard that local businesses like breweries, cafés, cideries and other unexpected informal spaces have started providing arts-based programming or exhibiting spaces, understanding that arts and culture help build business and community.

Artists and residents alike feel connected to these places. The mix of formal and informal spaces that make up Durham Region's arts and culture scene is shown in the community-generated [Cultural Asset Map](#) created as part of this process.

However, there are significant challenges identified:

Artists (and everyone) are experiencing financial hardships. While interest and support for arts and culture in the region is growing, there are still many hardships for artists in the region. Artists engaged in the focus group and interviews say it is hard to practice art when the cost of living is so high. For the most part, they shared that they do not feel like

there is adequate funding or support for their work. For instance, some shared that they often have to pay to be in shows or as vendors for local events. Artists suggested the need for support with capacity building (understanding the funding landscape) and advocating for better payment/hiring practices (e.g. flexible grant systems, timelines and payment schedules).

The arts sector is still recovering from COVID. There have been venue closures, audience participation is changing, and volunteerism has dropped. While there is some optimism for the future, there is still a sense of uncertainty about how the sector will recover.

People aren't aware of what's happening in Durham Region. While we heard that there is a lot of arts and culture activity in the region, across the board we heard that there is a lack of awareness, communications, or promotion of what is going on.

*"It's hard to practice my art when I have to worry about being able to live."
- Focus group participant*

*"There is a lot happening. In order to take full advantage, we need to start collaborating and working together - There are great examples in Hamilton and Kitchener-Waterloo."
- Focus group participant*

*"[Durham Region's arts and culture scene is] definitely on an uphill swing but we need more accessible ways for both the public and artists to be involved!"
- Survey respondent*

What's needed to make arts and culture thrive in Durham Region

Artists are craving connection and community. There are passionate people and great opportunities in Durham Region, as well as a sense of "openness" amongst artists. However, the arts and culture scene as a whole feels disconnected. Artists and creatives are looking for more opportunities to connect, network, and collaborate. On a regional level, this may look like professional development, networking event spaces, and more communications that support awareness of the arts.

Many of the artists engaged through the focus group and interviews say they recently moved to or relocated to Durham Region from Toronto or elsewhere and are looking for more opportunities to learn about the region, understand opportunities for work, and network in the area.

"So many people are over Toronto...there are phenomenal creative people in Durham Region" - Interviewee

Municipalities are increasingly supporting arts and culture, but more collaboration is needed between the different levels of government. The Region of Durham and many of the local municipalities are actively involved in arts and culture program delivery (events,

festivals, art galleries, etc.) and policy development. While the Region of Durham and municipalities are connected, we heard the need for more strategic collaboration to effectively align resources and initiatives, while avoiding duplication of municipal efforts.

*"We have a growing and motivated arts community, but it is not interconnected or greatly supported by the municipalities."
- Survey respondent*

Exploring the connections between arts, culture, tourism, place-making, and economic development is vital. Durham Region, despite its diverse identities (urban versus rural, for instance), has a common and unifying thread that can be stitched together through arts and culture. Municipal and regional leaders recognize that arts and culture can enhance Durham Region's appeal as a desirable place to live, visit, and work. This understanding presents an opportunity to use arts and culture to support the goals outlined in the 2023 - 2027 Invest Durham Strategy and Action Plan.

*"I find myself having to actively seek [activities] out and do the research; whether it be to view shows and events or to apply to them. It has always been a small community in my opinion, slightly elitist or an inside club that is almost difficult to enter (and not worth being a part of). I am starting to see the changes implemented by the cities and the region however, and I am looking forward to the future of it."
- Survey respondent*

Tangible Opportunities shared:

We heard from participants that the tangible opportunities to help make arts and culture thrive are all elements of what a regional arts council could offer, aligning with the Collaborative's previous research findings:

- Prioritize communications and promotions for arts and cultural events, programs, and activities.
- Share paid and employment opportunities with artists and cultural workers. This could include developing and maintaining an artist database alongside the regional municipality.
- Provide networking and professional development opportunities for local artists, creatives, and entrepreneurs.
- Advocate for the local arts community at a regional, provincial, and national level. This includes finding ways for the Region of Durham and local municipalities to work together. In addition, better collaboration and alignment between the different levels of government was recommended.

*"We need a central spot to fund artists' work."
- Municipality/Institution Focus Group Participant*

The Role of a Regional Arts Council

People engaged generally like the idea of creating a regional arts council, or at least having a centralized point of contact to support and promote arts and culture in Durham Region. Here are two main principles and values they thought it should have:

1. The arts council should be wide-ranging and include various artistic disciplines, not just those in fine arts and visual arts.
2. The arts council needs to support a diversity of artists from various demographics, and be rooted in principles of equity and inclusion, empathy and care.

Clarifying the role of a Regional Arts Council:

There were different understandings of a Regional Arts Council's role. For many of the interviewees, the main roles of a Regional Arts Council should be to advocate and lobby on behalf of artists, support networking, professional development, and share information and promotions. However, others have expressed an interest in having an arts council organize and deliver arts and cultural programming (by putting on art exhibitions and events). For instance, survey respondents selected "Support municipalities to deliver arts and cultural programming (51%)" as the top initiative for a regional arts council. The potential role of a Regional Arts Council in Durham Region needs to be clarified. Regardless of the direction taken or the main goal of a regional arts council, it will need funding to support the work.

Recommendations

The Collaborative initially proposed a three-phased roadmap to help foster a successful and thriving arts and culture sector for the region. This report marks the end of Phase 1. The following section provides recommendations on what is needed to achieve a thriving collaborative arts and culture sector, along with a suggestion that a dedicated staff person is critical for the success of these initiatives.

Recommendation 1: Create an Open-Access and Community-Populated Database

Develop a community-populated database for Durham Region-based artists, creatives, arts organizations, venues, and events. This database will serve as a central hub for information sharing, networking, and promotion within the region.

The Collaborative identified the need for a database as part of their letter to the Regional Chair and CEO in February 2023. The need for a database was validated and emphasized as a priority through the engagements. A database can be a first step for artists, creatives, organizations and municipalities to share information, connect and network, and promote what's happening in the region.

Recommendation 2: Enhance Regional Capacity and Collaboration

- Increase resources and collaboration at the regional municipality to better support and align with arts and culture needs.
- Establish a regional arts and culture working group to foster collaboration, avoid duplication of efforts, and create a shared vision for the arts and culture sector.

We heard a need for the Region of Durham and local municipalities to reconnect and work more collaboratively, instead of in silos, on arts and culture initiatives. We saw how excited leaders were to come together, share, and collaborate in our focus group session with municipal staff, educational institutions, and anchor organizations.

Recommendation 3: Explore Regional Arts Council Models

- Continue exploring regional and municipal approaches to support arts and culture, through dialogue with existing arts organizations and councils.
- Conduct a review of comparable regional arts councils and innovative models to determine the most suitable framework for Region of Durham.

In the Collaborative's original letter to the Region of Durham, they suggested Phase 3 as the establishment of a Regional Arts Council. However, we also know that this is a challenging time for arts councils. Over the next several months, the Region of Durham could continue to engage existing local art and cultural organizations and arts councils (e.g., Pineridge Arts Council, which is currently in the process of re-envisioning their role in the region). In addition, the Region of Durham could conduct a review of comparable regional arts councils (e.g., York Region, Hamilton Region, Kingston area, Windsor area, etc.) and explore/research other innovative models (such as the City of Brampton's experience setting up the [Brampton Arts Organization](#)) to see what supports and framework makes sense in Durham Region.

Recommendation 4: Hire a dedicated Regional Staff Person

- Hire a dedicated staff member at the Region of Durham to manage this work and support Invest Durham's 2023-2027 Strategy and Action Plan, recognizing the sustained efforts that go beyond volunteer contributions.

Dedicated volunteers have led the current work to date. However, managing this work as a "passion project" is not sustainable, responsible, or reflective of the value of this sector in a quickly growing landscape. A dedicated staff member is needed to efficiently coordinate and manage the workflow. It's possible to draw insights from the relevant example of the City of Brampton's experience incubating the Brampton Arts Organization shared above.

In addition, the staff person can support implementing Invest Durham's 2023-2027 Strategy. As identified in the Strategy and learned through this process, there are many opportunities to better integrate arts and culture within the regional municipality's Economic Development and Tourism division, recognizing the benefits of placemaking and community building. Having a regional arts and culture representative to work closely with Economic Development and Tourism can offer insights and aid in action delivery for this strategy, especially Priority 4: Creativity.

A staff person can also work with a third-party consultant to continue this work, including database development, engagement with municipalities and the Region of Durham, and continued research on models and approaches for support.

Next Steps

Immediate next steps to support the recommendations are included below.

1. Share Phase 1 findings and continue to build capacity and momentum with regional artists, organizations, cultural workers, and audience members
 - This can include a broader public workshop, event or party intended for artists, creatives and cultural workers to review and discuss the report findings.
 - Host a "Reflection and Next Steps" session with the appropriate regional and municipal arts and culture staff to continue conversations on how to align efforts through a working session.
2. Review and revise the proposed phases, staffing, and associated costs, based on the recommendations listed above.

Appendix A:

Detailed Summary of What We Heard

This appendix outlines in finer detail the process undertaken in Phase 1. The summary is broken down into:

- [Project process](#) (overview of what activities took place)
- [What we heard from artists](#)
- [What we heard from institutions and municipalities](#)
- [Online survey takeaways](#)

Project Process

Phase 1 took place through the summer and fall of 2023, including the following engagement activities:

Activity	Description	Metrics
Durham Region Arts and Culture Collaborative Focus Group	A foundational conversation to get perspectives from highly active and engaged community members within the arts and culture scene. The focus group provided context setting and facilitated a strengths, weaknesses, opportunities, and challenges analysis.	8 participants
Interviews	One-on-one conversations with artists, creatives, arts workers, and municipal staff to get a comprehensive and in-depth snapshot of the current conditions for arts and culture in Durham Region.	4 interviews conducted
Artist Focus Group	A virtual conversation with local artists ranging from emerging to established; new versus long-term in Durham Region to gather artist perspectives and experiences.	6 artists
Government/ Municipalities Focus Group	A virtual conversation with cultural workers across government, municipal, non-profit, and arts organization settings across the region. This session focused on understanding the experiences of arts administrators and municipal institutions for arts and culture.	14 participants
Survey	An online survey understanding broad	132 responses; 98

	perspectives on arts and culture in Durham Region currently and into the future. The survey had a branching logic asking specific questions for artists, creatives, and cultural workers.	(74.2%) artists, creatives, arts workers; 34 (25.8%) broader public
Cultural Mapping	An interactive mapping activity included in the survey and shared with engagement participants to map out arts and culture places and experiences across the region.	155 pinpoints

What we heard from artists (focus groups and interviews)

- The resonating message is that artists want to come together! Artists appreciate the formal spaces like the Robert McLaughlin Gallery, Station Gallery, and public libraries to connect. To complement this, artists are interested in more informal spaces where people can come together and connect in more social, less structured, and fun ways. These informal spaces can also serve as lower-barrier places to make and exhibit art.
- Another resonating message is that art is essential. From the focus groups and interviews, a continued theme emerged, asking the region to acknowledge that arts and culture are integral to everyday life. It is an expression of who we are as individuals, as a community, and as a region. Arts and culture create a sense of place and belonging while serving as a medium for Durham Region residents to connect, relate to each other, build relationships, and foster community for everyone.
- Local artists desire to share spaces together, come together across disciplines, and foster a community feel rooted in collaboration, co-learning, and networking (examples shared were events/programs at Whitby Public Library, local breweries, and the former [“Living Room” artist space](#)).
- Artists in Durham Region are facing a unique, context-specific financial crisis:
 - Artists do not feel like there is adequate funding for their work including conversations related to lack of opportunity for emerging/new artists and mid-career artists. Artists say they are barely making a livable income to sustain life in Durham Region.
 - For local artists and cultural producers, some are facing a barrier to participating, such as being required to pay to be a vendor or showcase art at local events and exhibition places.
 - Artist relationships with money and finances differ from Toronto.

- Some say there are more options for studio spaces, but there are fewer exhibition, performance, or commission opportunities (with appropriate pay) than in Toronto.
 - Durham Region housing prices are perceived as comparable to Toronto while having fewer opportunities for arts and culture work, funding and connections.
 - Artists want support securing and managing funds.
- Artists want more opportunities for young, local, and/or emerging artists. They see public art opportunities or opportunities with the regional municipality and local municipalities as valuable.

"I have noticed that the majority of participants at art events are older people. It's fantastic that there is a place for them to get together and create but I would also love to see arts programs that draw in 20-40 year olds as well. I think the major obstacle for that demographic is cost. It is hard to obtain funding for the arts but I believe if Durham set aside more of its budget for arts programming it would be more widely accessible to the community." - Survey respondent

- Some artists provided ideas on how regional initiatives or a regional arts council can operate including:
 - A need focus on empathy, care, and humanity in the work
 - Integrate trauma-informed processes to support artists from historically excluded backgrounds
 - Rooting services and programming in equity and inclusion

*"Networking events feel more legitimate coming from an arts council"
- Artist focus group participant*

What we heard from institutions and municipalities (focus groups and interviews)

- The municipalities feel disconnected and lack relationships, collaboration and synergy. There is a desire for better communication and alignment on services and programming across the regional municipality and the local municipalities to avoid overlap and duplication.

"In the past, municipalities didn't have enough glue to come up with projects together and deliver them" - Interviewee

- There is a lack of clarity across local municipalities on jurisdictions between them and the regional municipality when it comes to arts and culture (e.g. public art programs/policies, etc.) Understanding these relationships and gaining clarity will influence any potential roles or mandates of a regional arts council.

“We have a growing and motivated arts community, but it is not interconnected or greatly supported by the municipalities.” - Survey respondent

- We heard that there needs to be advocacy for arts and culture, and the importance and value of it in the region. Specifically, we heard that a Regional Arts Council, once established, should prioritize advocacy as a core piece of its mandate.
- Volunteerism is rapidly decreasing and recruitment is getting challenging. There was discussion about how small grassroots and even larger arts organizations can survive without volunteers, and also what other structures and opportunities are there to avoid relying on volunteering for organizations to survive.
- Institutions and municipalities have divergent opinions on whether a regional arts council should facilitate services (provide and deliver programs) or serve artists through other supports (promotions, advocacy, funding). There was also discussion on how an arts council could serve as a bridge or connector between artists and municipalities.
- There is a call to action by institutions and municipalities that the regional arts council needs to be for everyone, rooted in equity, diversity and inclusion.
- There is more to explore about connecting arts and culture to tourism and economic development. More so, there is interest in leveraging arts and culture in place-making and urban development as Durham Region grows and intensifies.

“There are a lot of different activities happening across the Region, but I would like to see increased support of them through municipal funding (which would help these events be even better and provide additional compensation to artists in recognition of their contributions to the community) & municipal promotion to ensure the public knows about them so they could be better attended.” - Survey respondent

Online survey takeaways

On Durham Region's arts and culture scene today

- **When asked how they would describe arts and cultural activities in Durham Region, just over half of survey respondents (53%) say that is “just ok”. 25% say it’s “really good”, 12% say it’s “not good” or “bad”. When asked to elaborate, recurring themes included:**
 - There is a lot of arts and culture activity in the region but there is a lack of awareness, communications, or promotion of what is going on.
 - There is not a lot of acknowledgement or celebration of the great work and activities taking place.
 - A majority of events are catered to attracting the general public but there are not many events or networking opportunities focused on artists, the arts community, or artist professional development.
 - For local artists, there are limited opportunities (paid or unpaid) to practice art, get commissioned, or exhibit. This applies to both established and emerging artists.
- **When asked how they participate in cultural experiences, the following experiences were selected the most:**
 - Festivals and events (80%)
 - Public art (78%)
 - Galleries and museums (78%)
 - Public libraries and community centres (73%)
 - Live performances (68%)
 - Participatory classes, workshops (39%)
 - Cultural community groups (36%)
- **When asked about how they hear about arts and culture experiences, respondents indicated:**
 - Social media (77%)
 - Word of mouth / personal connection (58%)
 - Arts/cultural organizations (52%)
 - The Region of Durham communications channels (33%)
 - Find it difficult to know about things (30%)
 - Traditional Media - Print/TV/Radio (16%)

On opportunities, challenges, and potential regional initiatives for Durham Region's arts and culture scene tomorrow

- **From a pre-identified list of opportunities (learned through research and prior engagement), respondents indicated the following top 3 opportunities:**

- Engage local artists community (69%)
- Galvanize desire for arts and culture more generally (60%)
- Facilitate partnerships (57%)
- **From a pre-identified list of challenges (learned through research and prior engagement), respondents indicated the following top 3 challenges:**
 - Lack of awareness of arts and cultural activities/opportunities (67%)
 - Lack of funding (67%)
 - Lack of advocacy for arts and culture (39%)
- **From a pre-identified list of potential initiatives for a regional arts council, respondents selected the top 4 initiatives:**
 - Support municipalities to deliver arts and cultural programming (51%)
 - Support communications and awareness (46%)
 - Facilitate more studio spaces and maker spaces in the region (42%)
 - Advocacy for artists and creatives at a regional level (41%)

On artist experiences

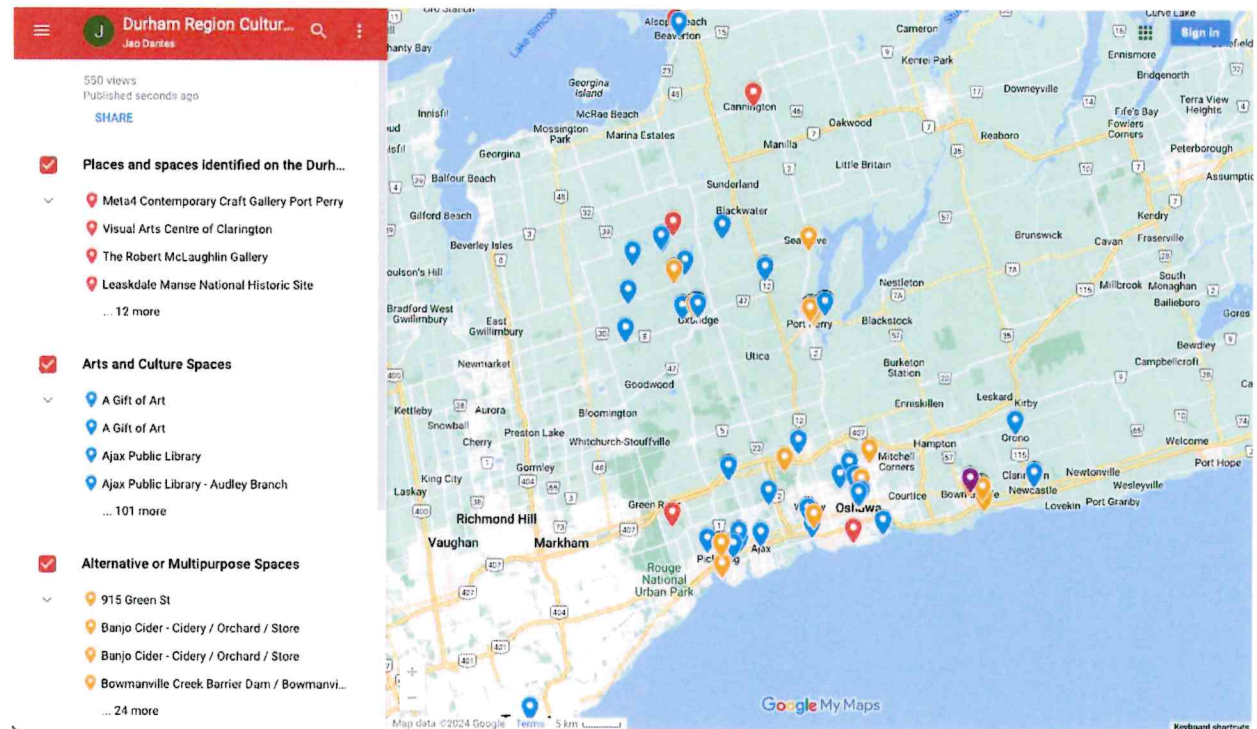
- **Overall, when asked about the top 3 things they love about Durham Region, artists, creatives, and arts workers most selected:**
 - General enthusiasm and support for arts and culture (39%)
 - The collaborative nature of the arts community and potential for partnerships (38%)
 - The mix of urban and rural arts experiences (32%)
 - Local businesses are supportive of arts and culture (31%)
- **When asked how they access funds, artist, creatives, and arts workers selected:**
 - Canada Arts Council (49%)
 - Ontario Trillium Foundation (48%)
 - Ontario Arts Council (47%)
 - Municipalities (32%)
 - Central Counties Tourism (25%)
 - The Region of Durham (24%)
 - Scugog Arts Council (23%)
 - Durham Community Foundation (9%)
 - Ontario Cultural Attraction Fund (5%)

Appendix B: Cultural Asset Map

Cultural Asset Map

The cultural mapping activity for Phase 1 was completed through an interactive Google Map with an option for manual written entries. All pinpoints have been consolidated on Google Maps. To show volumetric data, the inventory has kept multiple pinpoints of the same destination.

► [Click here to see the interactive map](#)



Cultural mapping takeaways

Further to the development of the cultural mapping inventory itself, the process also shared some takeaways for consideration:

- Some spaces with multiple/recurring entries include the Robert McLaughlin Gallery, Visual Arts Centre Clarington, Meta4 Contemporary Craft Art Gallery, Whitby Public Library, the general Port Perry area, and Scugog Arts Council.

- Identified places and spaces are predominantly formal spaces (art galleries, museums, libraries, etc.) with some informal or multi-use spaces (breweries with live music or drag nights, art studios, house concert venues, weekly open mic nights, summer destinations, public libraries).
- While most entries are located around Oshawa, some added locations outside the larger municipalities, including:
 - Woodpile - a house concert venue in Zephyr ON
 - Two Blokes Cider in Seagrave ON
 - Greenbank Centennial Hall in Greenbank ON
 - Parks and waterfront locations across the Durham Region



The Regional Municipality of Durham Report

To: Planning and Economic Development Committee
From: Commissioner of Planning and Economic Development
Report: #2024-EDT-10
Date: June 4, 2024

Subject:

Hannover Messe Trade Show, 2025 - Participation

Recommendation:

That the Planning and Economic Development Committee recommends to Regional Council:

That, subject to the approval of funding by the Finance and Administration Committee, the Region of Durham's Economic Development and Tourism Division (Invest Durham) exhibit at the Hannover Messe 2025 trade fair in collaboration with the area municipalities through the Durham Economic Development Partnership (DEDP) and other partners to showcase the Region to key business audiences for investment attraction.

Report:

1. Purpose

1.1 The purpose of this report is to inform Committee and Council of plans for the Region's Economic Development and Tourism Division (Invest Durham), in collaboration with the Durham Economic Development Partnership (DEDP) and regional innovation community partners, to exhibit at the Hannover Messe 2025 trade fair.

2. Background

2.1 Invest Durham is responsible for:

- a. Generating and sourcing leads for potential new investment into Durham Region, including investment attraction missions, in-market lead generation services, and hosting investor tours and delegations;
 - b. Responding to investment inquiries and delivering specialized services and advice to prospective investors;
 - c. Promoting the Region for new investment, including among key international business audiences; and
 - d. Cultivating relationships with community partners, post-secondary institutions, and senior government agencies, to promote investment attraction to Durham.
- 2.2 Hannover Messe in Germany is the world's leading annual trade fair for industrial technology. It welcomes exhibiting companies from all sectors related to advanced manufacturing, including mechanical and electrical engineering, research & development, digital industries, automotive, the energy sector, automation technologies, machinery, aviation & transport, and more.
- 2.3 Approximately 4,000 businesses and organization exhibit at the show annually with a booth. There are 1,870 speakers, and 130,000 attendees. It is so large that it takes places in multiple exhibition halls, and the City of Hannover's overnight accommodations are at full capacity.
- 2.4 At Hannover Messe, there is a large concentration of decision-makers from businesses from all over the world, with a large percentage of these being based in Europe. Over 70 per cent of professional visitors to the trade fair that are surveyed after visiting state that their attendance benefitted their professional activity significantly or very significantly, in comparison to a visit to other industrial trade fairs. For a third of those attendees surveyed, it is the only trade show they visit each year.
- 2.5 Each year, one country is selected to be the primary sponsor country for the trade fair. The partner country has a large pavilion area for themselves, and there is a spotlight throughout the fair in materials and hall decoration for this partner country. In 2025, Canada will be the partner country.
- 2.6 As partner country for 2025, Canada aims to strengthen its European relationships and forge partnerships between Canadian businesses and global companies focused on digital technologies, industrial transformation, clean technologies and resilient supply chains.

- 2.7 Over the course of the next year, Canada will work to build a strong and diverse participation at Hannover Messe 2025 by Canadian companies. Earlier this year at Hannover Messe 2024, more than 70 Canadian companies across key industrial sectors, such as automation, robotics, digital technologies, hydrogen and fuel cells, and e-mobility, attended. Next year, Canada intends to build on this success by showcasing more than 200 Canadian companies. Representatives of companies participating will have the opportunity to meet face to face with international investors and potential customers from Germany, Europe and beyond, creating opportunities, opening markets and creating jobs.
- 2.8 Invest Durham has historically only traveled outside the Province to attend these types of events for the purpose of meeting directly with companies that have expressed an interest in learning more about expansion into Canada. Invest Durham has only exhibited with booth space internationally in very limited capacities, and in all instances in partnership with others such as the Province or Ontario Tech University.
- 2.9 In 2022 and 2023, Invest Durham partnered with the DEDP, post-secondary institutions and innovation community partners to exhibit with a large physical booth space at the Collision Conference in downtown Toronto.
- 2.10 Investment Attraction organizations primarily undertake promotional activities that achieve one or both of two objectives: lead generation, and awareness generation. Lead generation is when an activity is designed to identify individual businesses, and ideally contacts within these businesses, that are interested in pursuing an expansion project. Awareness generation activities are designed to create an awareness of that region's value proposition for investment among a certain key audience, so that when businesses pursue an expansion, they are aware of the region and the benefits of locating there.
- 2.11 Exhibiting with a large booth at an industry trade fair, when coupled with dedicated lead generation activity in advance, can effectively achieve both objectives.

3. Previous Reports and Decisions

- 3.1 [#2022-EDT-15](#) Ready Set Future: Five Year Economic Development and Tourism Strategy and Action Plan
- 3.2 [#2024-EDT-7](#) Investment Attraction Metrics – Annual Activity Report 2023
- 3.3 [#2023-EDT-11](#) Durham at the Collision Conference: Investment Attraction and Brand Awareness

- 3.4 [#2023-INFO-54](#) Durham Economic Development Partnership (DEDP) Action Plan and Facilitated Session

4. Discussion

Prior Experience

- 4.1 Invest Durham has prior experience exhibiting with a large booth presence at the Collision Conference, and also has prior experience attending the Hannover Messe industrial technology trade fair in prior years for the purpose of meeting with companies interested in expansion.
- 4.2 Exhibition at the Collision Conference presented an opportunity for Regional economic development staff to connect with the Canadian and global tech industry and ecosystem. Invest Durham led the project, and contributing partners included Durham College, Ontario Tech University, Trent University Durham GTA, 1855 Accelerator, Spark Centre, the Automotive Parts Manufacturers Association (APMA) – Project Arrow, Ontario Power Generation (OPG) and the Durham Economic Development Partnership (DEDP) consisting of the Cities of Pickering and Oshawa, the Towns of Whitby and Ajax, the Municipality of Clarington, and the Townships of Brock, Scugog and Uxbridge (represented by Invest Durham).
- 4.3 At the Collision Conference, Invest Durham generated 906 new contacts, and added 546 new subscribers to the Invest Durham e-news. The associated marketing campaign achieved 312,000 paid and organic digital impressions, with 4755 deeper engagements such as landing page, blog post, news release, and announcement views on Invest Durham pages; and News release placements in Canadian Manufacturing, CleanTech Canada, Yahoo Finance, and Canadian Business Journal. Investment Attraction results included 2 Familiarization tours, many advanced leads, a roundtable event with a Federal Minister, new partnership opportunities for post-secondary, and advanced relationships with senior government agencies.
- 4.4 Invest Durham staff attended Hannover Messe in 2023, 2022, and 2018, to meet with prospective investors. Staff met with 77 companies during one-on-one meetings over the course of these three missions. Many of these deals remain open and staff are actively working to advance them toward the site selection phase.

Alignment with Ready Set Future – Durham Region’s 5-Year Economic Development and Tourism Strategy, and the 2023-2026 DEDP Action Plan

- 4.5 Participation at Hannover Messe 2025 advances Goal 3.3 of Ready Set Future – to build Durham’s reputation for innovation to solve global challenges, as well as Goal 3.4 – to attract domestic and international inward investment into Durham’s priority sectors.
- 4.6 Specifically, Hannover Messe 2025 will be a flagship event for Invest Durham to showcase the Region’s investment-readiness and value proposition for investment. It will be coupled with a promotional campaign to build the region’s reputation for innovating to solve global challenges (Action 3.3.4). The opportunity presented by Canada acting as the ‘Partner Country’ is that many staff from senior investment attraction agencies will be participating, presenting an unparalleled opportunity to develop and grow partnerships with these senior agencies including Invest Ontario, Invest in Canada, the Federal Ministry of Innovation, Science, and Economic Development (ISED), the Canadian Foreign Trade Commissioner Service (FTCS), and the Ontario Ministry of Economic Development, Job Creation and Trade (MEDJCT) (Action 3.3.4).
- 4.7 The Hannover Messe 2025 industrial trade fair is the largest of its kind, and is expected to draw massive business audiences that align with the Region’s target audience for investment attraction. Attendance will be strong in Durham’s priority clusters of Future Energy, Next Generation Mobility, and Applied Digital Technology. Innovative technologies, automation and digital transformation, electrification, and sustainability technologies will feature prominently.
- 4.8 Additionally, collaboration by the DEDP to exhibit at this trade fair aligns with the 2023-2026 DEDP Action Plan. Priority #4 of this Action Plan is ‘Marketing and Investment Promotion’, which includes the following planned actions:
- a. Collaborate to showcase Durham at flagship events such as Collision Conference, Realtor & Developer Events, major clean energy conferences, etc.
 - b. Collaborate to develop and deliver creative promotional campaigns showcasing Durham’s value proposition and innovation community.
 - c. Campaigns to showcase Durham’s strength in key priority clusters (Clean Energy; Next-Gen Mobility; Agri-Food; Applied Digital Tech; Arts, Culture and Creative).

Preliminary Plans for Invest Durham's Participation

- 4.9 Plans are preliminary and still being developed. The Federal Government, through ISED, is leading Federal plans to exhibit at the trade fair. The federally-funded Canada Global Innovation Cluster for Advanced Manufacturing (NGEN) is leading efforts to organize a target of 200 Canadian businesses to exhibit with booths within the Canadian pavilion at the trade fair. The Province of Ontario also plans to exhibit, and other Canadian municipalities will also likely be in attendance and may have booth space.
- 4.10 Invest Durham plans to secure space for a very large booth. The booth will be designed to showcase Durham's key strengths in Future Energy, Next Generation Mobility, and/or Applied Digital Technology. It will also be designed to showcase the key value proposition messages for international investment attraction.
- 4.11 Since it will be impractical to conduct a formal Request for Proposal process in a foreign country, and there are typically preferred vendors for booth design and construction that are affiliated with these types of major trade shows, staff are seeking approval through a companion report to the Finance and Administration Committee to negotiate directly with a preferred provider through a sole source procurement for exhibition booth design and construction services from a Europe-based booth designer with experience and expertise in delivering booths for the Hannover Messe trade fair.
- 4.12 It is planned that participants will be limited to staff from Invest Durham, staff from the Economic Development teams of the area municipalities (through the DEDP), and efforts will be undertaken shortly to recruit staff from other Regional partners such as the post-secondary institutions, innovation community members, and potentially the business community. The preliminary budget assumes participation by 30 attendees.
- 4.13 A lead generation service provider will be engaged in advance of the trade fair, to identify businesses that are planning to attend the conference and who may be suitable targets for investment attraction. This service provider will pre-qualify their interest in expansion, and schedule meetings for staff with individual prospective investors throughout the duration of the trade fair.
- 4.14 Staff will coordinate closely with ISED, NGEN, and MEDJCT to ensure that Regional efforts are coordinated with, align with, and support the broader Canadian efforts and objectives at the trade fair. In that respect, staff will support efforts by NGEN to recruit Durham companies to exhibit and showcase at the trade fair. NGEN is

offering \$10,000 reimbursement grants to participating businesses to cover their costs of joining and exhibiting.

Preliminary Budget

4.15 The preliminary budget for Durham's attendance is as follows.

Item	Budget
Floor Space Rental Fee	\$100,000 - \$150,000
Conference Hall Logistics / Material Handling	\$15,000
Booth Design & Construction	\$100,000
Lead Generation Services	\$75,000
Materials Development & Production	\$25,000
Marketing Campaign	\$100,000
Travel, Accommodation, Meals, Other (12 Regional attendees)	\$60,000
Marquee Booth Attraction/Feature (including shipping)	\$50,000
Contingency	\$75,000
Revenue from partners	(\$60,000)
Total	\$590,000

**Note: Travel and accommodation costs of participating partner attendees will be the responsibility of that partner.*

Objectives and Metrics

4.16 The primary objectives for Durham Region are lead generation for the purpose of investment attraction, and brand awareness generation for the purpose of investment attraction.

4.17 The secondary objectives for the Region are supporting the Canadian efforts to recruit local companies to participate (in promotion of global expansion and international trade), as well as forming and strengthening relationships with senior government investment attraction agencies.

4.18 Target outcomes from Durham's participation at Hannover Messe 2025 are:

Target Outcome	Metric
Number of new connections with individuals	500
Number of qualified new Leads for prospective investment in Durham Region	50
Number of resulting requests by prospective investors for site selection support within 3 months	5
Number of relationships advanced with staff from senior investment attraction agencies in Ontario and Canada	20
Percentage of Durham and partner participants surveyed that felt the booth was very effective or effective at representing Durham Region as a whole	90% or higher
Percentage of Durham and partner participants surveyed that felt exhibiting at Hannover Messe 2025 was very valuable or valuable to their organization's goals	80% or higher
Number of domestic or international Federal or Provincial/State Ministers that visit the booth to learn about Durham Region	5
Paid and organic digital impressions for the dedicated promotional campaign	350,000
Deeper engagements (click-throughs) to website content	4,000
Mentions in major media	5

4.19 The success of the primary objective of generating brand awareness among the international industrial technology business community is difficult to measure. A large and attractive booth, polished key messages, and exhibiting alongside Provincial and Federal partners, will all position Durham well to build awareness among this audience. While not all trade fair attendees will visit the Invest Durham booth, the total audience size of 130,000 attendees and 4,000 exhibitors offers one of the best opportunities for brand awareness generation, with this concentrated and relevant business audience.

4.20 Additional legacy outcomes of participation will include strengthening the Region's connection and collaboration across Durham's innovation community; higher understanding across Durham partners of Durham's shared value proposition for investment; improved brand recognition and awareness for Invest Durham and Durham Region with the European industrial technology business community.

5. Financial Implications

- 5.1 Subject to approval of the companion report by the Finance and Administration Committee, one-time funding of up to \$590,000 will be financed from any available savings in the 2024 Planning and Economic Development Business Plans and Budget, with the balance from the Economic Development Reserve Fund. Expenses will be incurred throughout 2024 and 2025.

6. Relationship to Strategic Plan

- 6.1 This report aligns with/addresses the following strategic goals and priorities in the Durham Region Strategic Plan:
- a. Goal 3 – Economic Prosperity, Priority 3.1 – Position Durham Region as the location of choice for business;
 - b. Goal 3 – Economic Prosperity, Priority 3.2 Leverage Durham’s prime geography, social infrastructure and strong partnerships to foster economic growth;
 - c. Goal 3 – Economic Prosperity, Priority 3.4 – Capitalize on Durham’s strengths in key economic sectors to attract high-quality jobs.

7. Conclusion

- 7.1 Canada is the primary sponsor and ‘Partner County’ for the Hannover Messe 2025 industrial technology trade fair, at which approximately 4,000 business exhibitors and 130,000 attendees will offer a strong opportunity for Durham Region to undertake successful investment attraction activities.
- 7.2 It is recommended that the Region of Durham’s Economic Development and Tourism Division (Invest Durham) exhibit at the Hannover Messe 2025 trade fair in collaboration with the area municipalities through the DEDP), post-secondary institutions, innovation community partners and other partners, to exhibit at the trade fair with a booth to showcase the Region to key business audiences for investment attraction, subject to Finance and Administration Committee approval of the financing. Participation will also include lead generation services for business meetings, and an international marketing campaign to generate awareness of Durham’s value proposition for new investment.
- 7.3 In collaboration with partners, Durham expects outcomes to include growing the awareness of Durham among key international audiences in the clean energy, next-generation mobility, and applied digital technology sectors, and identifying exciting

and innovating business investment projects that will create economic prosperity and high value jobs in the future for Durham residents.

7.4 This report has been reviewed by the Finance Department and the Commissioner of Finance concurs with these recommendations.

Respectfully submitted,

Original signed by

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

Recommended for Presentation to Committee

Original signed by

Nancy Taylor for
Elaine C. Baxter-Trahair
Chief Administrative Officer

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



The Regional Municipality of Durham Report

To: Planning and Economic Development Committee
From: Commissioner of Planning and Economic Development
Report: #2024-EDT-11
Date: June 4, 2024

Subject:

Local Food in Durham Region: Durham Farm Fresh Marketing Association Annual Update and Ontario Local Food Week

Recommendation:

That the Planning and Economic Development Committee Recommends:

That this report be received for information.

Report:

1. Purpose

1.1 The purpose of this report is to:

- a. Provide an update on recent activities of the Durham Farm Fresh Marketing Association (DFFMA); provide an update on their planned workplan activities; and to advise that a DFFMA representative will be appearing as a delegation before the Planning and Economic Development Committee at its meeting on June 4, 2024, to provide an annual update; and
- b. Inform Members of the Planning and Economic Development Committee that the first week of June each year is Ontario Local Food Week.

2. Background

2.1 The Agriculture and Rural Economic Development Section of the Economic Development and Tourism Division works with several local agricultural

organizations, including the DFFMA, to implement programming in support of the agricultural and rural economy in Durham Region.

- 2.2 The Region contributes \$13,500 in core funding annually to the DFFMA through the Division's Annual Business Plan and Budget to support the local agri-food sector.
- 2.3 The DFFMA is a largely volunteer-led and membership-based organization with one part-time coordinator. DFFMA has been promoting the production and consumption of local food in Durham Region for 30 years.
- 2.4 Established in 1993, the DFFMA has been a leader in the producer-led local food marketing movement in Ontario. Members of Regional Council, businesses, and residents will be familiar with the DFFMA branding; including: the annual 'Buy Fresh, Buy Local' map and brochure; directional road signs; and the [DFFMA website](#) promoting its members.
- 2.5 There were 59 DFFMA members in 2023. DFFMA's membership structure has categories for full members, associate members, and supporting members. This reflects the evolving interests of consumers in not only local food products but also local food experiences, local beverages, agri-tourism (e.g., sunflower, and lavender farms) and other forms of on-farm diversification.

3. Previous Reports and Decisions

- 3.1 [#2023-EDT-3](#) – Best Practices for On-Farm Diversified Uses
- 3.2 [#2023-EDT-8](#) – Local Food in Durham Region Durham Farm Fresh Marketing Association Annual Update and Ontario Local Food Week (The DFFMA reports and delegates annually to the Planning and Economic Development Committee).
- 3.3 [#2023-EDT-13](#) – Growing Agri-Food Durham Plan Annual Report
- 3.4 [#2024-EDT-6](#) – Gather at the Farm 2023 Agri-Food Marketing Campaign

4. 2023 Review and 2024 Workplan Activities

- 4.1 Throughout 2023, the DFFMA continued to support their members by facilitating joint marketing opportunities through KX-96 radio campaigns to highlight members timed with seasonal products, offering networking and social opportunities for farm members to increase their business-to-business connections, and introducing a subcommittee structure to focus on advancing key priorities such as policy reform, funding opportunities, member recruitment, education, and more.

- 4.2 Over the past year, Agriculture and Rural Economic Development Section staff and the DFFMA have collaborated to complete several activities that support the agri-food sector:
- a. Joint application in partnership with DFFMA and Durham Farm Connections to the province's Rural Economic Development (RED) funding program to support the hiring of a shared coordinator and to fund workplan priorities for both organizations;
 - b. Gather at the Farm digital marketing campaign to highlight farm product and experiences offered across the region throughout the month of October 2023;
 - c. Durham Farm Fresh networking event at Old Flame Brewing Co.; and
 - d. Durham Farm Fresh and Durham Farm Connections Holiday Party and networking at Pingles Farm Market.
- 4.3 Staff continue to engage the DFFMA regularly to advance the implementation of the Growing Agri-Food Durham Plan. Plans are underway to develop a 2024 Gather at the Farm digital marketing campaign in collaboration with DFFMA, and to support a selection of culinary activations that highlight seasonal local food and food products.

5. Ontario Local Food Week – June 3 to 9, 2024

- 5.1 Every year, the first week of June marks Ontario Local Food Week. This is an opportunity to make an intentional effort to shop local and support the local agri-food economy. Buying and supporting local food creates jobs and contributes to economic growth.
- 5.2 Below are some ways to celebrate Ontario Local Food Week in Durham Region:
- a. Purchase from DFFMA members; look for their recognizable road signs on Regional roads or visit www.durhamfarmfresh.ca and use the interactive farm map to find members across the region;
 - b. Search for local farms across the region by visiting www.investdurham.ca/localfood; and
 - c. Promote Ontario Local Food Week on social media, use the hashtag #LoveONTfood and tag Invest Durham and Durham Farm Fresh.

6. Relationship to Strategic Plan

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

- a. Goal 3: Economic Prosperity
 - Item 3.5: Provide a supportive environment for agriculture and agri-food industries.

7. Conclusion

- 7.1 The DFFMA is a long-standing farm organization that continues to promote and enhance the agri-food sector in Durham Region. They serve as a valued partner in implementing the Growing Agri-Food Durham Plan to grow the agri-food industry in Durham.
- 7.2 As trends in the agri-food industry continue to shift to meeting the demands of consumers, the DFFMA continues to offer a collaborative marketing platform and business opportunities for local food producers across the region.
- 7.3 Staff will continue to work closely with DFFMA to assist in their sustainability plans and encourage consumers to buy fresh, local food.

Respectfully submitted,

Original signed by

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

Recommended for Presentation to Committee

Original signed by

Nancy Taylor for
Elaine Baxter-Trahair
Chief Administrative Officer