



The Regional Municipality of Durham COUNCIL INFORMATION PACKAGE

Friday, July 5, 2024

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	Pages
1. Information Reports	
1.1 2024-INFO-43 Commissioner and Medical Officer of Health	4
• Opioid-Related Toxicity Deaths Within Ontario Shelters: Circumstances of Death and Prior Medication & Healthcare Use	
2. Early Release Reports	
There are no Early Release Reports.	
3. Confidential Reports Authorized for Release	
There are no Confidential Reports.	
4. Staff Correspondence	
4.1 Memorandum from Brian Bridgeman, Commissioner of Planning and Economic Development	9
• Regional Response to MMAH's Proposed Modifications to the Durham Regional Official Plan (Second Submission)	
5. Durham Municipalities Correspondence	
5.1 City of Pickering	61
• Resolution passed at their Council meeting held on June 24, 2024, endorsing the resolution by the Town of Amaranth regarding Water Testing Services for Private Drinking Water	

5.2	City of Pickering	
	<ul style="list-style-type: none"> Resolution passed at their Council meeting held on June 24, 2024, regarding Shared E-Scooter Pilot Program 	
5.3	City of Pickering	80
	<ul style="list-style-type: none"> Resolution passed at their Council meeting held on June 24, 2024, regarding the Corridor Design for a Highway Frequency Rail Station in Pickering 	
6.	Other Municipalities Correspondence/Resolutions	
6.1	Township of Otonabee-South Monaghan	87
	<ul style="list-style-type: none"> Resolution passed at their Council meeting held on June 17, 2024, regarding Regulations for the Importation and Safe Use of Lithium-ion Batteries 	
6.2	County of Frontenac	89
	<ul style="list-style-type: none"> Resolution passed at their Council meeting held on June 19, 2024, in support of the implementation of sustainable infrastructure funding for small rural municipalities 	
6.3	St. Catherines	91
	<ul style="list-style-type: none"> Resolution passed at their Council meeting held on June 24, 2024, regarding Green Roads Pilot Project 	
6.4	City of Brantford	93
	<ul style="list-style-type: none"> Resolution passed at their Council meeting held on June 25, 2024, regarding Support for the Decision of the Ontario energy Board to End the Gas Pipeline Subsidy 	
6.5	Municipality of Leamington	95
	<ul style="list-style-type: none"> Resolution passed at their Council meeting held on June 25, 2024, in support of the resolution by the City of St. Catherines regarding Restricting the Keeping of Non-native (“exotic”) Wild Animals 	
7.	Miscellaneous Correspondence	
7.1	Durham Regional Police Services Board	98

	• <u>DRPS 2023 Annual Report</u>	
7.2	Association of Municipalities of Ontario (AMO)	99
	• AMO Advocacy on Homelessness Encampments	
8.	Advisory / Other Committee Minutes	
8.1	Durham Agricultural Advisory Committee (DAAC) minutes	101
	• June 11, 2024	
8.2	Durham Nuclear Health Committee (DNHC) minutes	106
	• June 21, 2024	

Members of Council – Please advise the Regional Clerk at clerks@durham.ca, if you wish to pull an item from this CIP and include on the next regular agenda of the appropriate Standing Committee. Items will be added to the agenda if the Regional Clerk is advised not later than noon the day prior to the meeting, otherwise the item will be included on the agenda for the next regularly scheduled meeting of the applicable Committee.

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The Regional Municipality of Durham Information Report

From: Commissioner & Medical Officer of Health
Report: #2024-INFO-43
Date: July 5, 2024

Subject:

Opioid-Related Toxicity Deaths Within Ontario Shelters: Circumstances of Death and Prior Medication & Healthcare Use

Recommendation:

Receive for information

Report:

1. Purpose

1.1 To provide an update on the report entitled: [Opioid-Related Toxicity Deaths Within Ontario Shelters: Circumstances of Death and Prior Medication & Healthcare Use](#), released by The Ontario Drug Policy Research Network (ODPRN) and Public Health Ontario (PHO) on June 18, 2024.

2. Background

2.1 The joint report from ODPRN and PHO provides an overview of demographic characteristics, circumstances surrounding death, and types of healthcare encounters prior to opioid-related toxicity deaths within Ontario shelters. Data were compiled from January 1, 2018, to June 30, 2022, which encompasses periods before and during the COVID-19 pandemic.

2.2 ODPRN and PHO released an [infographic](#) and PHO released a [news release](#), which summarize key findings from the report.

3. Report Key Findings

3.1 Overall, between January 2018 and May 2022, there were 210 accidental opioid-related toxicity deaths within shelters in Ontario.

- 3.2 The number of deaths during the pandemic period was 3.5 times greater than the number of deaths pre-pandemic. Of deaths during the pandemic, 94 per cent involved non-pharmaceutical opioids.
- 3.3 The public health unit regions with the highest rates of opioid-related toxicity deaths were Toronto Public Health, Ottawa Public Health, Hamilton Public Health Services, and Region of Waterloo Public Health.
- 3.4 Demographic characteristics and circumstances surrounding opioid-related toxicity deaths are as follows:
 - a. There was no significant change in the age and sex distribution of deaths during the pandemic period. Across the pre-pandemic and pandemic periods, the highest proportion of deaths involved individuals aged 25 to 44 years. During the pandemic, the median age at death was 38. More than three-quarters of deaths were among males both prior to and during the pandemic.
 - b. Smoking or inhalation of drugs increased during the pandemic, and 51 per cent of deaths involved smoking and/or inhalation (with or without injection), while 13 per cent involved injection alone.
 - c. There was an individual present and in a position to intervene in one in seven deaths during the pandemic. Resuscitation was attempted 82 per cent of the time and naloxone was administered 77 per cent of the time.
- 3.5 Data show that opioid-related toxicity deaths occur despite having interactions with the healthcare system.
- 3.6 About half of deaths occurred among people with an opioid use disorder (OUD) diagnosis, and only one in three of those with OUD received opioid agonist treatment in the month before death.
- 3.7 In the week before death, 44 per cent had a healthcare encounter, one in four visited an emergency department (ED), and one in 12 had an opioid toxicity treated in the ED or hospital.

4. Local Program Data and Initiatives

- 4.1 Locally, the data show that most fatal opioid toxicity events occur in private residences. Between 2018 and 2022, in 74 per cent of accidental opioid-related toxicity deaths in Durham Region residents, the toxicity event occurred in a private residence.
- 4.2 Durham Region Health Department (DRHD) partakes in harm reduction activities, including the needle exchange program, the opioid patch return program, naloxone distribution, and support programs for sex trade workers. More information on [harm reduction programming](#) and information and resources on safe needle disposal can be found on [durham.ca](#).

- 4.3 DRHD provides information regarding the risks associated with opioids and drugs, including information on overdose prevention, recommendations for reducing usage and community resources and services for individuals looking for help, available at durham.ca.
- 4.4 Local health statistics and information on drugs can be found on the [Durham Health Stats](#) webpage.
- 4.5 DRHD provides mental health resources and supports, including information on crises, available at durham.ca.
- 4.6 To address the local opioid crisis, the Durham Region Opioid Task Force continues to work on implementing the objectives identified in the [Durham Region Opioid Response Plan](#).
- 4.7 The [Durham Region Opioid Information System \(DROIS\)](#) is an online tool that provides the latest opioid overdose-related statistics, including Region of Durham Paramedic Services (RDPS) calls.
- 4.8 Information and local trends on the following are available on durham.ca:
 - a. Comparison of benzodiazepine overdose emergency department visits in Durham Region and Ontario categorized by age and sex are available [here](#).
 - b. Comparison of early substance use – alcohol (December 2017) in Durham Region and Ontario are available [here](#).
 - c. Comparison of past year alcohol use (December 2017) in Durham Region and Ontario are available [here](#).
 - d. Comparison of percentage of secondary school students reporting substance use before Grade 9 (2016-2017) in Durham Region and Ontario are available [here](#).
- 4.9 Individuals and community organizations can use the [Report Drugs Durham Tool](#) to anonymously report a bad or unexpected reaction to drugs.

5. Previous Reports

- 5.1 Report [2020-INFO-114](#) provided an update on the report: [Preliminary Patterns in Circumstances Surrounding Opioid-Related Deaths in Ontario during the COVID-19 Pandemic](#).
- 5.2 Report [2021-INFO-60](#) provided an update on the report: [Changing Circumstances Surrounding Opioid-Related Deaths in Ontario During the COVID-19 Pandemic](#).
- 5.3 Report [2022-INFO-10](#) provided an update on the report: [Patterns of Medication and Healthcare Use Among People Who Died of Opioid-Related Toxicity During the COVID-19 Pandemic in Ontario](#).

- 5.4 Report [2022-INFO-67](#) provided an update on the report: [Lives Lost to Opioid Toxicity among Ontarians Who Worked in the Construction Industry](#).
- 5.5 Report [2023-INFO-60](#) provided an update on the report: [Opioid Toxicity and Access to Treatment among Adolescents and Young Adults in Ontario](#).
- 5.6 Report [2023-INFO-83](#) provided an update on the report: [Characteristics of Substance-Related Toxicity Deaths in Ontario: Stimulant, Opioid, Benzodiazepine, and Alcohol-Related Deaths](#).
- 5.7 Report [2024-INFO-16](#) provided an update on the report: [Prescribing Patterns, Substance Use Disorder Diagnoses, and Access to Treatment Prior to Substance-Related Toxicity Deaths in Ontario](#).

6. Relationship to Strategic Plan

- 6.1 This report aligns with the following strategic goal and priorities in the Durham Region Strategic Plan:
 - a. Goal 2: Community Vitality
 - 2.3: Enhance community safety and well-being
 - 2.4: Influence the social determinants of health to improve outcomes for vulnerable populations

7. Conclusion

- 7.1 While the ODPRN and PHO report demonstrates that people experiencing homelessness or unstable housing are disproportionately affected by the opioid toxicity crisis across Ontario, locally the data show that most fatal opioid toxicity events occur in private residences.
- 7.2 Local program initiatives respond to local trends and are developed in collaboration with community partners.
- 7.3 The report highlights a need to invest in expanded access to harm reduction services, connection to healthcare, social care, and treatment programs, and sufficient staff availability, training, and support in various settings.
- 7.4 The report also highlights the need for a more comprehensive response that addresses upstream factors that impact an individual's social determinants of health, including more accessible permanent and transitional housing solutions, income and employment supports, mental health services, and community-based social supports.

Respectfully submitted,

Original signed by

R.J. Kyle, BSc, MD, MHSc, CCFP, FRCPC, FACPM
Commissioner & Medical Officer of Health



 Corporate Services Department Legislative Services Division	
Date & Time Received:	June 28, 2024 1:29 pm
Original To:	CIP
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Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

Sent via Email

June 27, 2024

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

RE: Regional Response to MMAH’s Proposed Modifications to the Durham Regional Official Plan (Second Submission)

On May 6, 2024, Regional staff received the Minister of Municipal Affairs and Housing’s (MMAH) Draft Decision on the Council-adopted new Regional Official Plan (ROP). On May 15th, I provided you with Regional planning staff’s preliminary comments on the proposed modifications, as well as 11 new Regional modification requests and additional commentary on five previously submitted Regional modification requests.

Since that time, Regional and Provincial staff have continued to engage in productive discussions on these proposed modifications. Additionally, your May 6th letter and our May 15th reply have been made available to members of Regional Council and the public. Council is generally satisfied with staff’s approach to obtain approval for Envision Durham in a form that is as close as possible to what was adopted by Durham Region Council on May 17, 2023, except however with respect to proposed Modification 46 which pertains to freeway interchanges. Council’s resolution on this matter which encourages the construction of certain interchanges, is attached.

Building on the Region’s preliminary comments, and based on feedback from Provincial staff, the comments within this second (final) submission can be categorized as follows, as identified in the “Comment Status (since May 15th submission)” column within the attached tables:

- No change, wherein the Region has not altered our comments from the preliminary May 15th submission:

- Proposed Modifications from MMAH – 65 mods: 1-21, 24, 26-43, 45, 47-51, 53-57, 59, 64-67, 69-77.
 - Additional Regional Modification Requests (New and/or For Reconsideration) – 15 mods: I-X, XII-XVI.
- Updated, wherein the Region made minor refinements to our comments from the preliminary submission:
 - Proposed Modifications from MMAH – 3 mods: 22, 44, 68.
 - Additional Regional Modification Requests (New and/or For Reconsideration) – 1 mod: XI.
 - New, wherein the Region has provided a more fulsome response where additional information was required, as in the case of former modifications noted as “under review” within in the preliminary submission:
 - Proposed Modifications from MMAH – 9 mods: 23, 25, 46, 52, 58, 60-63.
 - Additional Regional Modification Requests (Northeast Pickering) – 5 mods: 1a, 1b, 3a, 3b, 3c.

During the preparation of the Region’s comments, MMAH initiated consultations on a proposed amendment to O. Reg. 102/72, the Federal Airport Lands MZO that overlaps portions of northeast Pickering. The commenting period ends on July 6, 2024. As detailed in Report [#2024-P-13](#), 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 1972 MZO is not inconsistent with the positions of Regional Council as identified in the new Council-adopted ROP. Under separate cover, the Region is sending Durham Region Council’s supportive comments on the ERO to the province.

Given that the outcome of this consultation is still unknown, Regional staff have prepared several proposed modification recommendations based on various scenarios related to northeast Pickering. **The Region requests that the Minister approve the urban area boundary expansion in northeast Pickering that was adopted by Regional Council on May 17, 2023. If the Minister does not see fit to do so, the Region hereby requests referral of this aspect of Envision Durham to the Ontario Land Tribunal for a recommendation pursuant to section 17(55) of the Planning Act.** To allow for an alignment between commenting on the Draft Decision and the Federal Airport Lands MZO, Regional staff had requested an extension on

the enclosed comments to allow Report #2024-P-13 on northeast Pickering to be discussed and endorsed at our June 26th Regional Council meeting.

Please accept the enclosed proposed modifications in order to resolve all outstanding matters and enable the Minister's final approval on the new ROP, including the 2051 Urban Expansion Areas in northeast Pickering, as soon as possible. To ensure the Region has a complete file for our records, we once again respectfully request all public, agency and stakeholder comments submitted to the Province on the new Durham Regional OP to date.

Finally, we wish to thank you and your staff for the continued collaboration and productive discussions throughout our review of the Draft Decision.

Regards,

Original signed by

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

- Attachment #1: Proposed Modifications from MMAH and Regional Responses Table (Second Submission)
- Attachment #2: Additional Regional Modification Requests Table – New and/or For Reconsideration
- Attachment #3: Additional Regional Modification Requests Table – Northeast Pickering
- Attachment #4: Map for Rural Employment Area #2 in Uxbridge
- Attachment #5: Map for Thornton's Corners MTSA boundary in Oshawa
- Attachment #6: Map for Northeast Pickering and MZO
- Attachment #7: Minutes from the Planning & Economic Development Committee Meeting (June 4, 2024)

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

**Draft Decision on the Durham Regional Official Plan
Proposed Modifications from MMAH and Regional Responses (Second Submission)**

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

Mod. No.	Modification	Regional Comments	Comment Status (since May 15 th submission)
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.	No change
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) Wwithin 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>	No change

Mod. No.	Modification	Regional Comments	Comment Status (since May 15 th submission)
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> <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> <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> <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>	No comments/concerns.	No change
4.	<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> <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> <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>	No comments/concerns.	No change
5.	<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> <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>	No comments/concerns.	No change
6.	<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, affiliationFirst 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>	No change

Mod. No.	Modification	Regional Comments	Comment Status (since May 15 th submission)
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>	No comments/concerns.	No change
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.	No change
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.	No change
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.	No change
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.	No change
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 GOVIA 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>	No change

Mod. No.	Modification	Regional Comments	Comment Status (since May 15 th submission)
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>	No change
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 out designate appropriate:</p> <p>i) land use designations;</p> <p>ii) establish 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; iv) establish minimum and maximum building heights.”</p>	<p>No concerns.</p> <p>Minor refinement resulting from the proposed modification identified in red.</p>	No change

Mod. No.	Modification	Regional Comments	Comment Status (since May 15 th submission)
15.	The first sentence of policy 5.2.8 e) is modified so that it reads: "contributes to, recognizes, preserves and/or conserves applicable built-and cultural heritage resources, in accordance with Section 3.3."	No comments/concerns.	No change
16.	Add a new policy 5.2.11.1 which reads: "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."	No comments/concerns.	No change
17.	The preamble of Section 5.2 (after policy 5.2.14) 'Protected Major Transit Station Areas' is modified so that it reads: "There are seven-eight Protected Major Transit Station Areas located within southern Durham along the Lakeshore East GO Train line. Three-Four 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 (Courtyce and Bowmanville)."	No concerns. These suggested modifications are the result of comments submitted by MMAH staff to the Region on May 8, 2023, on the draft ROP: "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. Modification submitted to MMAH staff on June 5 and November 9, 2023.	No change
18.	Policy 5.2.17 is modified to add the following new subsection: "c) any land use that would adversely affect the achievement of the minimum density target."	No comments/concerns.	No change
19.	Policy 5.2.18 is modified so that it reads: "Not permit sensitive land uses, notwithstanding any other policies of this Plan to the contrary, at the following locations: 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, b) on the lands located within the Courtyce Protected Major Transit Station Area, east of Courtyce Road and south of Baseline Road in the Municipality of Clarington, due to proximity to the Darlington Generating Station"	No concerns. Regional modification request: Refer to Mod. No. 51 for background information/justification. 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. Modification submitted to MMAH staff on June 5 and November 9, 2023.	No change

Mod. No.	Modification	Regional Comments	Comment Status (since May 15 th submission)
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>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>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> <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>	No change
21.	<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 GOMIA 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>No concerns.</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>	Updated
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 for 60 people and jobs per hectare."</p>	<p>Acceptable, but with a minor modification identified in red.</p> <p>Based on the Regional Council-endorsed Growth Scenario and the subsequent expected population and employment growth across the Region's designated greenfield area (DGA) lands, this results in a Region-wide DGA density of 53 people and jobs per hectare by 2051.</p> <p>This density figure is appropriate, given that it is a "minimum", and maintains conformity with Growth Plan policy 2.2.7.2 a) which requires a minimum DGA density target of not less than 50 residents and jobs combined per hectare.</p>	New
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 mmunicipal 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>	No change

Mod. No.	Modification	Regional Comments	Comment Status (since May 15 th submission)
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>	<p>Regional staff do not support proposed Mod 25.</p> <p>Please refer to Attachment #3 for detailed modification recommendations based on three different scenarios related to Northeast Pickering.</p>	New
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>	<p>No comments/concerns.</p>	No change
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-Meraine Conservation Plan and the Greenbelt Plan, where applicable, in addition to the policies of this Plan.”</p>	<p>No comments/concerns.</p>	No change
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>	<p>No comments/concerns.</p>	No change
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: 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. 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. 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. 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. Modification submitted to MMAH staff on June 5 and November 9, 2023.</p>	No change

Mod. No.	Modification	Regional Comments	Comment Status (since May 15 th submission)
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.	No change
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.	No change
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>	No concerns. Minor refinements resulting from the proposed modification are identified in red (to be consistent with formatting within the rest of the document).	No change
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>	No concerns. Minor refinements resulting from the proposed modification are identified in red (to be consistent with formatting within the rest of the document).	No change
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.	No change
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.	No change

Mod. No.	Modification	Regional Comments	Comment Status (since May 15 th submission)
36.	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 ".	No comments/concerns.	No change
37.	Policy 7.6.11 is modified so that it reads: "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. "	No comments/concerns.	No change
38.	Add new policies 7.6.12.1 and 7.6.12.2 which read: "7.6.12.1 Wildland fire mitigation measures shall not be permitted in significant wetlands and significant coastal wetlands. 7.6.12.2 Wildland fire mitigation measures shall not be permitted in significant woodlands, significant valleys, 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."	No comments/concerns.	No change
39.	Objective iii) in Section 7.7 is deleted in its entirety and iv) to iii) are renumbered: " iii) Promote the use of ecosystem compensation when avoidance and mitigation of natural features is not possible. "	No comments/concerns.	No change
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.	No change
41.	Policy 8.1.9 is modified so that it reads: "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."	No comments/concerns.	No change
42.	Policy 8.3.7 is modified so that it reads: " 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."	Acceptable, however the proposed reference to "investigate the feasibility" is considerably less assertive.	No change
43.	Policy 8.4.8 is modified so that it reads: "Recognize the importance of the current and planned current and planned expansions to the provincial freeway-highway freeway-highway system, including Highways 401-404, 407, 412, 418 and 415, in fostering planning for continued economic development, supporting goods movement, and accommodating Freeway-Highway Freeway-Highway transit and reducing the burden of long distance travel on the Region's arterial road network. "	Acceptable, but with a minor modification recommended as follows: "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." 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.	No change

Mod. No.	Modification	Regional Comments	Comment Status (since May 15 th submission)
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 with proposed Mod 44 i).</p> <p>ii) Proposed Mod 44 ii) is recommended to be maintained, with modifications, as follows:</p> <p>“d) modifications to the re 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>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 that was led by the Town of Whitby but terminated prior to completion in 2023. 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 changes to the alignment of the intersection from what is currently depicted in the ROP can be updated without need for a Regional Official Plan Amendment (ROPA).</p>	Updated
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>	No change
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 404/Lake Ridge Road interchange, which were approved in the Highway 407 East Environmental Assessment study but deferred from initial construction.”</p>	<p>On June 26, 2024, Durham Regional Council endorsed the Planning and Economic Development Committee motion stating that “Durham Region request the province to reinstate policy encouraging the construction of an interchange at Highway 412 and Rossland Road in the Regional Official Plan” (see Item 7.1 D) in Attachment #7).</p> <p>As a result, Regional staff do not support proposed Mod 46, and request that Provincial staff approve Policy 8.4.11 in its entirety.</p>	New

Mod. No.	Modification	Regional Comments	Comment Status (since May 15 th submission)
47.	<p>Policy 8.4.12 is deleted in its entirety:</p> <p>“Encourage MTO to construct an interchange on Highway 401 at Lamb’s Road and close the adjacent Bennett Road interchange, and investigate the ultimate role of Highway 35/415 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> <p>No concerns.</p>	No change
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>	No change
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>	No change
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>	No change

Mod. No.	Modification	Regional Comments	Comment Status (since May 15 th submission)
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> <ul style="list-style-type: none"> i) significant progress on approvals is to be achieved by the end of 2023; ii) construction of new homes is to begin on these lands by no later than 2025; and 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>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> <p>Regional staff do not support proposed Mod 52.</p> <p>Please refer to Attachment #3 for detailed modification recommendations based on three different scenarios related to Northeast Pickering.</p>	No change
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>	<p>Regional staff do not support proposed Mod 52.</p> <p>Please refer to Attachment #3 for detailed modification recommendations based on three different scenarios related to Northeast Pickering.</p>	New

Mod. No.	Modification	Regional Comments	Comment Status (since May 15 th submission)
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>	No change
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>	No change
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>	No change

Mod. No.	Modification	Regional Comments	Comment Status (since May 15 th submission)
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>	No change

Mod. No.	Modification	Regional Comments	Comment Status (since May 15 th submission)
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>	No change

Mod. No.	Modification	Regional Comments	Comment Status (since May 15 th submission)
58	<p>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>	<p><u>Primary Recommendation</u></p> <p>Regional staff recommend that the delineated boundary of Rural Employment Area No. 2 as shown on Map 1, Regional Structure – Urban & Rural Systems, be approved by the Minister of Municipal Affairs and Housing as adopted by Regional Council on May 17, 2023.</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><u>Alternate Recommendation</u></p> <p>If Provincial staff cannot support the above recommendation, alternatively, Regional staff would recommend that the delineated boundary of Rural Employment Area No. 2 as shown on Map 1, Regional Structure – Urban & Rural Systems, as initially recommended to Regional Council on May 17, 2023, in Report #2023-P-15 be approved by the Minister of Municipal Affairs (see Attachment #4).</p> <p>The delineated boundary initially recommended to Regional Council resulted from consultations between the Growth Management Study's consultants, Regional Planning and Works Department staff, and Uxbridge staff/external consultant assessing a range of options for adding an additional supply of Employment Area land in Uxbridge, as detailed in Report #2022-INFO-91.</p> <p>The recommended option proposed additional land be added to the Rural Employment Area No. 2 (also referred to as Uxville), which is located outside the Urban Area Boundary in the Protected Countryside Area of the Oak Ridges Moraine Conservation Plan. Growth Plan Policy 2.2.9.5 recognizes existing Rural Employment Areas and contemplates their expansion, provided the expansion is necessary to support the immediate needs of existing businesses and if compatible with surrounding uses. Regional staff's interpretation of Policy 2.2.9.5 is that the expansion of a Rural Employment Area is not caught by the 10 ha cap; rather, the</p>	No change

Mod. No.	Modification	Regional Comments	Comment Status (since May 15 th submission)
		<p>expansion may be of a size necessary to support the immediate needs of existing businesses.</p> <p>The Uxville Rural Employment Area expansion illustrated in Attachment #4 consists of 12.5 hectares (31 acres), represents a logical extension of the existing Rural Employment Area, and is surrounded by uses that are generally industrial in nature (existing employment uses to the south, aggregate operation to the west, and former aggregate/concrete manufacturing use now being repurposed as a soil remediation facility to the north). The proposed expansion would also encompass an industrial use, known as Stouffville Glass, which currently operates in the rural area on the basis of a temporary use by-law.</p> <p><u>Additional Recommendation</u></p> <p>Furthermore, proposed Mod 58 did 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>Regional staff recommend that previously submitted Regional modification request XIII (see Attachment #2) be approved by the Minister of Municipal Affairs and Housing in an effort to support the implementation of this policy exception and enhance clarification of this Tribunal decision within the new ROP.</p>	New
59.	<p>Map 1 of the Official Plan is modified by:</p> <ul style="list-style-type: none"> a) removing Special Study Area #6 from lands in the City of Pickering and Town of Ajax and redesignating them as Agricultural Area; and b) removing Special Study Area #6 from lands in the Municipality of Clarington and redesignating them as Major Open Space Area. 	<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> <p>Regional staff do not support proposed Mod 60.</p>	No change
60.	<p>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".</p>	<p>Please refer to Attachment #3 for detailed modification recommendations based on three different scenarios related to Northeast Pickering.</p>	New

Mod. No.	Modification	Regional Comments	Comment Status (since May 15 th submission)
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.	Regional staff do not support proposed Mod 61. Please refer to Attachment #3 for detailed modification recommendations based on three different scenarios related to Northeast Pickering.	New
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.	Regional staff do not support proposed Mod 62. Please refer to Attachment #3 for detailed modification recommendations based on three different scenarios related to Northeast Pickering.	New
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.	Regional staff do not support proposed Mod 63. Please refer to Attachment #3 for detailed modification recommendations based on three different scenarios related to Northeast Pickering.	New
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	No concerns. Regional modification request: Refer to Mod. No. 51 for background information/justification.	No change
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.	Detailed in Commissioner's Report #2023-P-28 (November 7, 2023) and submitted to MMAH staff on November 9, 2023. No concerns. Regional modification request: Refer to Mod. No. 51 for background information/justification.	No change
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.	Detailed in Commissioner's Report #2023-P-28 (November 7, 2023) and submitted to MMAH staff on November 9, 2023. No concerns. Regional modification request: Refer to Mod. No. 51 for background information/justification.	No change

Mod. No.	Modification	Regional Comments	Comment Status (since May 15 th submission)
67.	<p>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>	<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>	No change

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>i) 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 Lams Road. As part of that proposal, the removal of Bennett Road interchange is recommended through the Lams 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>ii) Proposed Mod 68 ii) is acceptable, provided that it only changes the designation of "Future Interchanges" on Map 3b that are not subject to Mod 46 (which is related to future interchanges on Highways 407 and 412 that were deferred from initial construction).</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/Lams 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 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/Rosland Road 	Updated
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Mod. No.	Modification	Regional Comments	Comment Status (since May 15 th submission)
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>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>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>	No change
70.	<p>Modify the definition of Significant Woodlands so that it reads:</p> <p>"Significant Woodlands: at the regional scale are identified as:</p> <ul style="list-style-type: none"> a) any woodland occurring within the Urban or Whitebelt Area which is two hectares in size or larger; or b) any woodland occurring within the Rural Area, which is 10 hectares in size or larger; 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 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>	<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> <p>No concerns.</p>	No change
71.		<p>Minor refinement resulting from the proposed modification identified in red (to be consistent with formatting within the rest of the document).</p> <p>No concerns.</p>	No change

Mod. No.	Modification	Regional Comments	Comment Status (since May 15 th submission)
72.	<p>Add the following new terms to the Glossary:</p> <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> <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>	No comments/concerns.	No change

Mod. No.	Modification	Regional Comments	Comment Status (since May 15 th submission)
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.	No change
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>	No change
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.	No change
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.	No change
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.	No change

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	Comment Status (since May 15 th submission)
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>	No change
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>	No change

Mod. No.	Modification	Regional Comments	Comment Status (since May 15 th submission)
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>	No change
IV.	<p>Modify Policy 9.1.2 sub-section d) and renumber as follows:</p> <p>“#-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>	No change
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>	No change
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>	No change
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>	No change

Mod. No.	Modification	Regional Comments	Comment Status (since May 15 th submission)
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>	No change
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>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>	No change
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>	No change
XI.	<p>Modify Maps 1, 3a, 3b and 3d as follows:</p> <p>Amend 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 addition of 22.45 ha (for a new total PMTSA area of 64.17 ha) incorporates lands north of the CP Railway, which are already within an adopted Strategic Growth Area (designated Regional Centre). As a result, there would be no changes proposed to the minimum transit supportive density target of 150 people and jobs per hectare on these new lands. City of Oshawa staff have no further comments on this modification.</p> <p>Please refer to Attachment #5 for the proposed modified boundary of the Thornton's Corners PMTSA, prepared in consultation with City staff.</p>	Updated

Previously Submitted Regional Modification Requests – For Reconsideration

Mod. No.	Modification	Regional Comments	Comment Status (since May 15 th submission)
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 if 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>	No change

Mod. No.	Modification	Regional Comments	Comment Status (since May 15 th submission)
XIII.	<p>Modify Map 1 as follows: 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 #PL 150909) 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>	No change
XIV.	<p>Modify Map 1 as follows: 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 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: 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>	No change

Mod. No.	Modification	Regional Comments	Comment Status (since May 15 th submission)
XV.	<p>Modify Map 2a as follows: 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: 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>	No change
XVI.	<p>Modify Map 3b as follows: Remove the east-west "Future Type C Arterial" road, located south of Howden Road from Thornton Road to Ritson Road.</p>	<p>Modification submitted to MMAH staff on March 20, 2024. Refer to the above rationale to include the following Regional modification request: 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>	No change

Additional Regional Modification Requests Table – Northeast Pickering
Scenario 1 – Preferred Recommendation (Federal Airport Lands MZO is amended to allow future urban development in northeast Pickering)

Regional staff's preferred recommendation (Scenario 1) is predicated on the Minister's approval of the proposed amendment to the lands covered by Ontario Regulation 102/72 (Federal Airport Lands MZO), as detailed in ERO Posting #019-8707.

As outlined in Report [#2024-P-13](#), Durham Regional Council has no objection to the revocation of lands within Ontario Regulation 102/72 that are outside the Greenbelt Plan Area, as these amendments are consistent with Regional Council's May 2023 decision to adopt the new ROP.

If the amendment to the Federal Airport Lands MZO is approved by the Minister, this would resolve six proposed modifications within the Draft Decision, including Mods 25, 52, 60, 61, 62 and 63. However, in order to accommodate Scenario 1, the new ROP would require refinements to reflect the amended MZO prior to the receiving approval from the Minister of Municipal Affairs and Housing. The following Regional modification requests would be required:

Mod. No.	Modification	Regional Comments	Comment Status (since May 15 th submission)
1a.	<p>Modify Policy 5.5.36 as follows:</p> <p>"5.5.36 Request 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:</p> <p>b) undertaking updated Noise Contour Mapping to reflect the revised/reduced federal lands in Pickering and updated potential airport configuration and flight paths; and</p> <p>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</p> <p>cd) in consultation with the Province of Ontario, Region of Durham, City of Pickering, Indigenous communities and other affected stakeholders, undertake the preparation of an airport master plan."</p>	<p>New Regional modification request:</p> <p>Should the proposed amendment to the lands covered by Ontario Regulation 102/72 (Federal Airport Lands MZO) be approved by the Minister of Municipal Affairs and Housing, references advocating requests to the provincial government, including a request to update "the existing Minister's Zoning Order" would no longer be necessary.</p> <p>Existing policies requesting the federal government to update regulations and documents that apply to the federal lands, including but not limited to the Airport Site Order, Pickering Airport Site Zoning Regulations, and Noise Exposure Forecast contour mapping, must remain in place.</p>	New
1b.	<p>Modify Policy 5.7.8 b) as follows:</p> <p>"b) assess the impacts of the 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 the provincial and federal levels of government, as described in Policy 5.5.36."</p>	<p>Refer to Mod. 1a. for background information/justification.</p>	New

No changes to ROP mapping are required by Scenario 1.

Furthermore, once the federal government updates its Noise Exposure Forecast contour mapping to reflect refinements to the Airport Site Order and Pickering Airport Site Zoning Regulations to align with a smaller, reconfigured potential airport site, Figure 13 (Map of the 30 Noise Exposure Forecast/Noise Exposure Projection Contour) within the new ROP will also be updated as technical housekeeping through a future ROP consolidation.

Scenario 2 – Secondary Recommendation (Federal Airport Lands MZO remains intact; northeast Pickering be approved as adopted by Regional Council)

Regional staff's secondary recommendation (Scenario 2) assumes that the preferred recommendation(s) described in Scenario 1 were not accepted by the Province and/or the amendment to the Federal Airport Lands MZO was not approved as proposed.

Therefore, Scenario 2 recommends:

- That the six proposed modifications pertaining specifically to the removal of new urban lands within northeast Pickering, including Mods 25, 52, 60, 61, 62 and 63, not be supported; and
- That Policy 5.7.8 b) and the portions of Maps 1, 2a, 3a to 3d, and 4 related to northeast Pickering be approved by the Minister of Municipal Affairs and Housing as adopted by Regional Council on May 17, 2023.

Scenario 3 – Alternate Recommendation (Federal Airport Lands MZO remains intact; northeast Pickering be approved with modifications that specifically identify cross-reference to Policy 5.7.8 b)

Regional staff's alternate recommendation (Scenario 3) assumes that both the preferred and secondary recommendations described in Scenarios 1 and 2 were not accepted by the Province. Scenario 3 proposes a solution that, unlike a deferred decision on the matter, clearly signals Durham Regional Council's long-held position that both future federal airport and future urban development can be protected and planned in conjunction with each other. This proposed solution is a hybrid approach between the northeast Pickering policies adopted by Regional Council and the modifications proposed within the Draft Decision.

Scenario 3 is intended to enhance and clarify Regional Council's position by emphasizing the adopted policy framework that places a hold on development within the future urban areas of northeast Pickering that overlap with O. Reg. 102/72, outside of the Greenbelt Plan Area, until such time as the provincial and federal governments take the actions and update the necessary regulations and documents described in Policy 5.5.36.

This approach also maintains the Regional Structure identified within Map 1 and described within the new ROP; reserves the forecasted population and employment figures for the City of Pickering; allows the provincial and federal levels of government time to update related regulations and documents, as proposed in 2015; and, continues to hold off development within the area until further action from senior levels of government, providing a certain level of continuity for the City and building community involved in northeast Pickering.

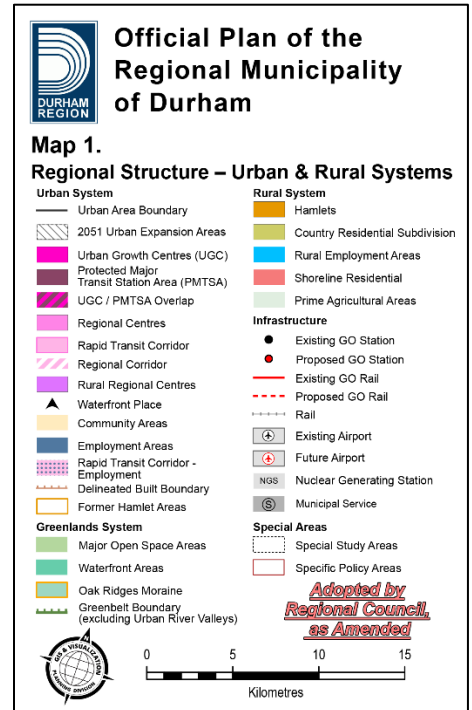
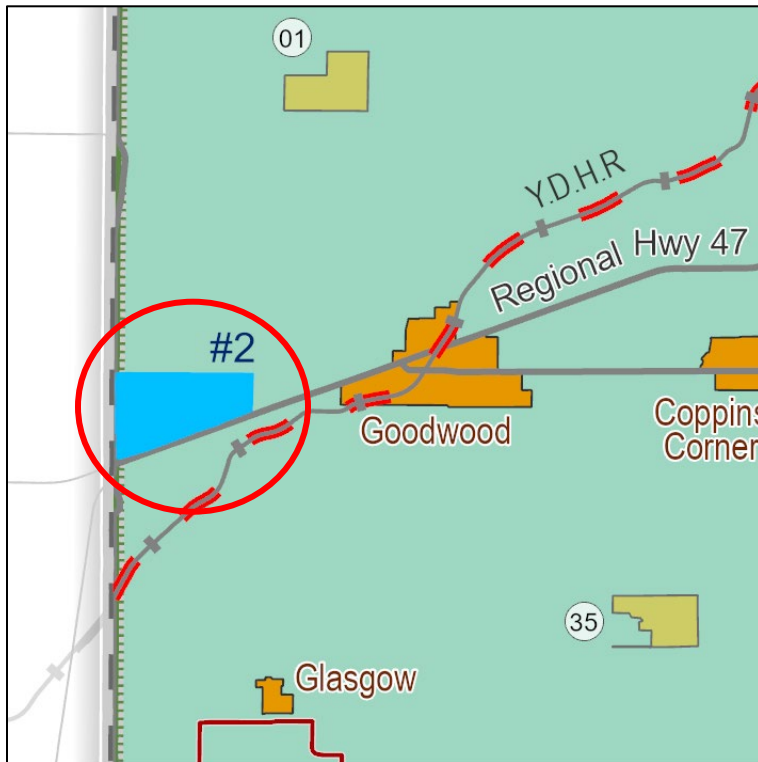
If necessary, Scenario 3 recommends:

- That the six proposed modifications pertaining specifically to the removal of new urban lands within northeast Pickering, including Mods 25, 52, 60, 61, 62 and 63, not be supported; and
- That the following Regional modifications be requested:

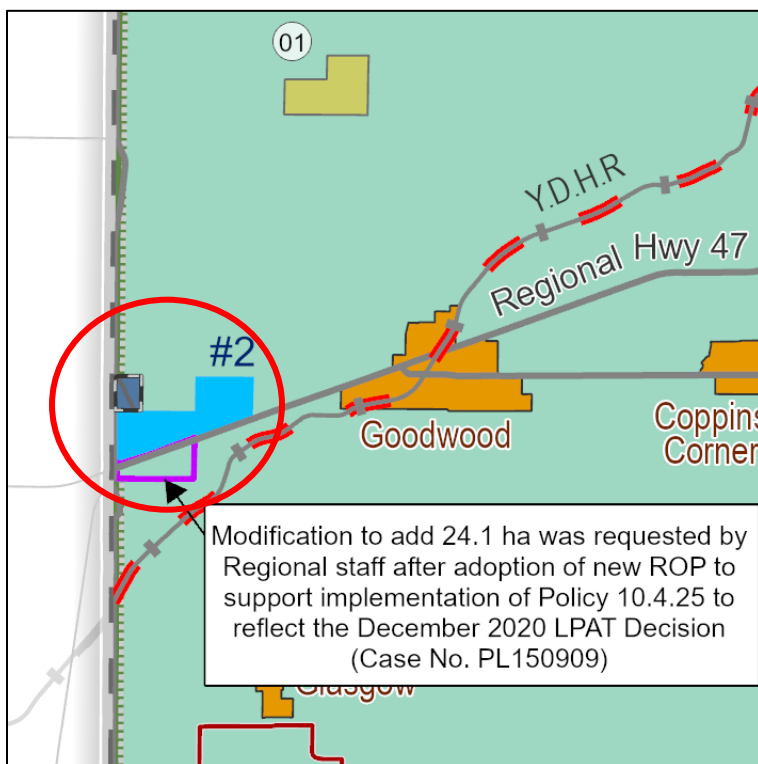
Mod. No.	Modification	Regional Comments	Comment Status
3a.	<p>Modify Figure 2 (Population, employment and household allocations table) by adding the following note below the table:</p> <p>“The forecasts for Pickering to 2051 represent an upper limit and must be considered in conjunction with Policy 5.7.8 b) and all other applicable policies of this Plan.”</p>	<p>New Regional modification request:</p> <p>In an effort to maintain the Regional Structure identified within Map 1 and described within the new ROP as adopted by Regional Council, it is important to keep the forecasted population and employment figures for the City of Pickering to the 2051 horizon.</p> <p>This notation serves to clarify that the forecasts allocated to Pickering represent an upper limit, given the current constraints to development associated with the federal airport lands to the west of northeast Pickering.</p>	New
3b.	<p>Modify Map 1 as follows:</p> <p>Identify and label the boundary of Ontario Regulation 102/72 (Federal Airport Lands MZO).</p> <p>Using cross-hatching, identify the “2051 Urban Expansion Area” lands in northeast Pickering, that are outside the Greenbelt Plan Area, that overlap with the Federal Airport Lands MZO.</p> <p>Add an asterisk symbol to this area of overlap with a notation that reads: “Refer to Policy 5.7.8 b)”.</p> <p>Add the combined cross-hatching and asterisk symbol to the Map legend with a notation that reads: “2051 Urban Expansion Area affected by O. Reg. 102/72. Refer to Policy 5.7.8 b)”.</p>	<p>New Regional modification request:</p> <p>The new ROP already contains Policy 5.7.8 b) which effectively places a hold on development within the future urban areas of northeast Pickering that overlap with O. Reg. 102/72, outside of the Greenbelt Plan Area, until such time as the provincial and federal governments take the actions and update the necessary regulations and documents described in Policy 5.5.36.</p> <p>Explicitly identifying the relevant policy reference within the new ROP mapping helps maintain the Regional Structure illustrated within Map 1 and is intended to enhance and clarify Regional Council’s position that both future federal airport and future urban development can be protected and planned in conjunction with each other.</p> <p>Please refer to Attachment #6 for the proposed modifications to the “2051 Urban Expansion Area” lands in northeast Pickering, that are outside the Greenbelt Plan Area, that overlap with the Federal Airport Lands MZO.</p>	New
3c.	<p>Modify Maps 2a, 3a to 3e, and 4 as follows:</p> <p>Using cross-hatching, identify the “2051 Urban Expansion Area” lands in northeast Pickering, that are outside the Greenbelt Plan Area, that overlap with the Federal Airport Lands MZO.</p> <p>Add an asterisk symbol to this area of overlap with a notation that reads: “Refer to Policy 5.7.8 b)”.</p> <p>Add the combined cross-hatching and asterisk symbol to the Map legend with a notation that reads: “2051 Urban Expansion Area affected by O. Reg. 102/72. Refer to Policy 5.7.8 b)”.</p>	<p>Refer to Mod. 3b. for background information/justification.</p> <p>If Scenarios 1 and 2 were not accepted by the Province, but concurrence is achieved for Scenario 3, Regional staff will prepare the requisite modifications to Maps 2a, 3a to 3e, and 4, as described.</p>	New

Map 1. Regional Structure – Urban and Rural System Rural Employment Area #2 in Uxbridge

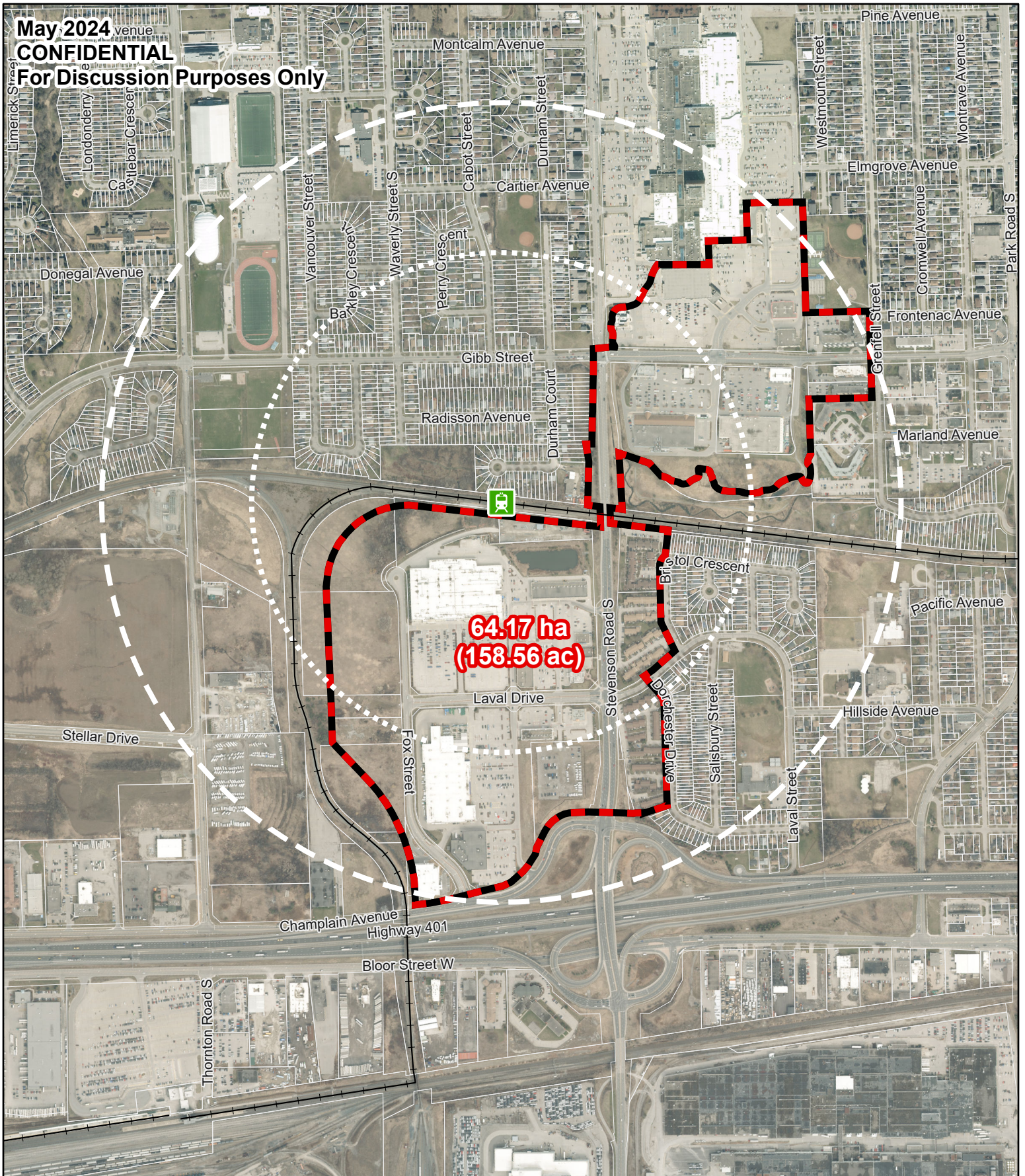
Adopted ROP, as amended



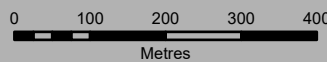
Recommended ROP to Regional Council (May 17, 2023)



May 2024
CONFIDENTIAL
For Discussion Purposes Only



Proposed Delineation - Amended Thornton's Corners MTSA Boundary



Disclaimer:
MTSA boundary has not been approved by MMAH

MTSA Boundary

GO Platform

GO Rail Line

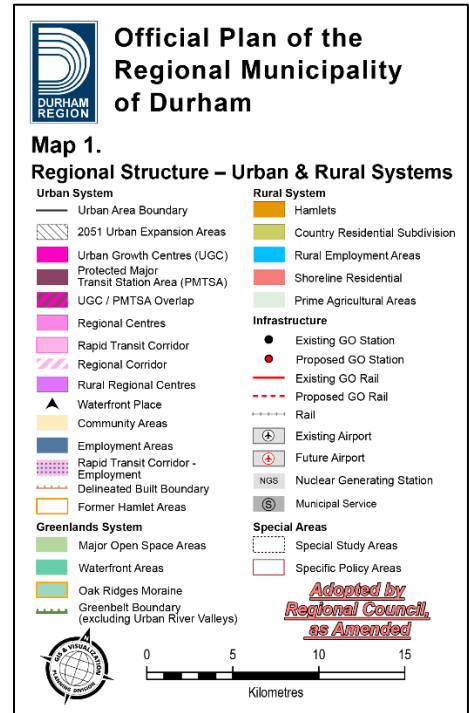
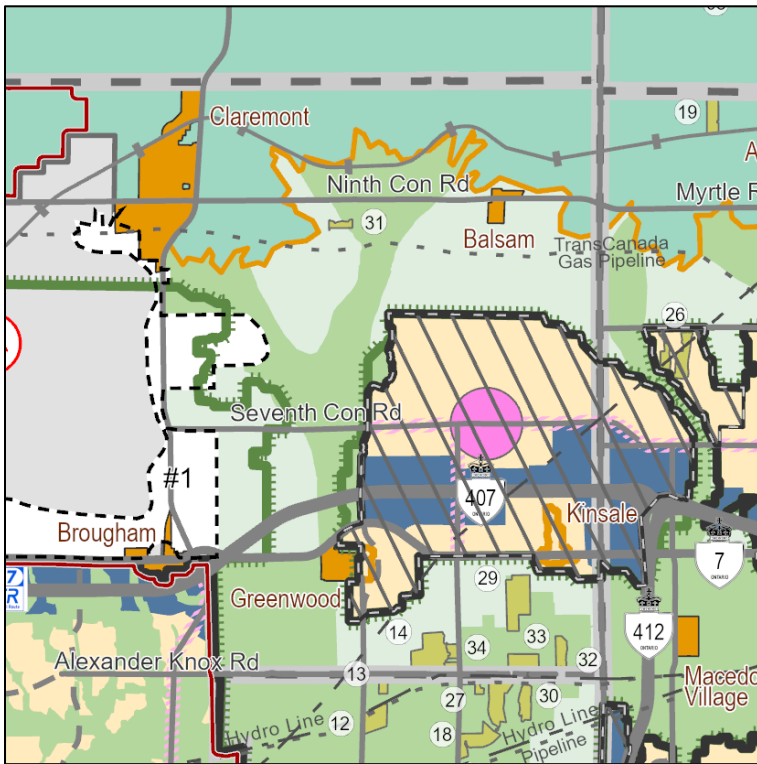
Growth Plan Walkshed Buffer (500m)

Region's TMP Walkshed Buffer (800m)

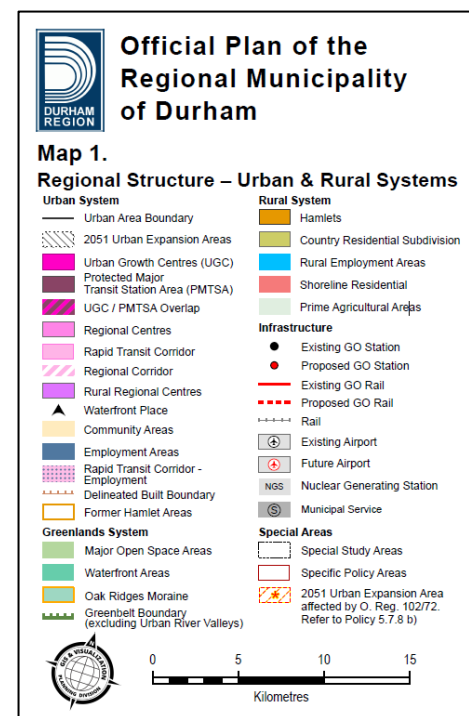
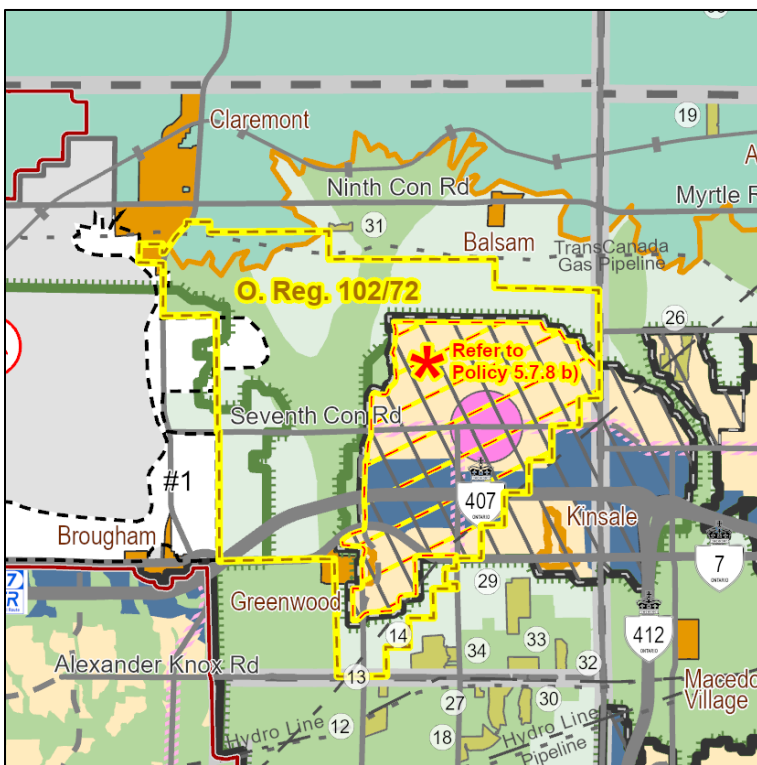


Map 1. Regional Structure – Urban and Rural System Northeast Pickering

Adopted ROP, as amended



Regional Modification Requests based on Draft Decision from MMAH



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

The Regional Municipality of Durham

MINUTES

PLANNING & ECONOMIC DEVELOPMENT COMMITTEE

Tuesday, June 4, 2024

A regular meeting of the Planning & Economic Development Committee was held on Tuesday, June 4, 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
 Councillor Collier*
 Councillor Kerr
 Councillor Neal
 Councillor Shahid
 Councillor Wotten
 Regional Chair Henry
 * **denotes Councillors participating electronically**

Also
 Present: Councillor Brenner*
 Councillor Schummer* left the meeting at 10:57 AM
 * **denotes Councillors participating electronically**

Staff

Present: E. Baxter-Trahair, Chief Administrative Officer
 B. Bridgeman, Commissioner of Planning and Economic Development
 M. Broderick, Manager, Economic Development, Business Development and Investment
 A. Caruso*, Senior Planner, Transportation Planning
 S. Dessureault, Committee Clerk, Corporate Services – Legislative Services
 S. Gill, Director, Economic Development and Tourism
 C. Goodchild, Director of Planning
 A. Harras*, Director of Legislative Services and Regional Clerk
 J. Kelly, Principal Planner, Policy & Special Studies
 L. Lavery, Director, Rapid Transit and Transit Oriented Development
 R. Inacio, Systems Support Specialist, Corporate Services – IT
 G. Pereira, Manager, Transportation Planning
 D. Perkins, Project Planner, Planning Implementation
 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, Planning Implementation
V. Walker, Committee Clerk, Corporate Services – Legislative Services
R. Woon, Senior Solicitor, Chief Administrative Office – Legal Services
* **denotes staff participating electronically**

2. **Declarations of Pecuniary Interest**

There were no declarations of pecuniary interest made.

3. **Adoption of Minutes**

Moved by Councillor Kerr, Seconded by Councillor Pickles,
(35) That the minutes of the regular Planning & Economic Development Committee meeting held on Tuesday, May 7, 2024, be adopted.
CARRIED

B. Bridgeman, Commissioner of Planning & Economic Development introduced Lisa Lovery as the new Director of Rapid Transit Implementation and Transit Oriented Development.

4. **Statutory Public Meetings**

4.1 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 (2024-P-11)

The Chair advised that this portion of the Planning & Economic Development Committee meeting constitutes the Statutory Public Information meeting under the Planning Act for a proposed amendment to the Durham Regional Official Plan. He also advised that notice of the public meeting was advertised in the applicable newspaper and mailed to landowners and residents within 120 metres of the subject property. He noted that it is important that anyone who may have an interest in this matter make a submission prior to Regional Council making a decision.

A) Presentation

David Perkins, Project Planner, Planning Division, provided a presentation outlining the details of Report #2024-P-11 of the Commissioner of Planning and Economic Development. He advised that an application has been submitted by MHBC Planning, on behalf of Lafarge Canada Inc., to permit the expansion of Aggregate Resource Extraction Area #30, in the Township of Uxbridge. The subject site is municipally known as 4900 Concession 4 and is located on the west side of Concession 4, south of Wagg Road. He provided an overview of the

application and land use policy considerations. He also advised that to date one inquiry regarding dust concerns has been received related to the proposed application.

The Chair asked if there were any persons in attendance who wished to make a submission or ask any questions.

B) Delegations

1. Caitlin Port, Planner, MHBC Planning, on behalf of Lafarge Canada Inc. (In-Person Attendance)

Caitlin Port, Planner, MHBC Planning, appeared in-person on behalf of Lafarge Canada Inc. and provided a PowerPoint presentation with respect to the proposed application.

Highlights of the presentation included:

- Existing Lafarge Goodwood Pit
- Project & Property Overview
- Application Process
- Pit Extension Operational Overview
- Trucking & Traffic
- Public Consultation Activities
- Indigenous Consultation
- Next Steps

C. Port stated that trucking and traffic is a concern for community members in the Village of Goodwood and confirmed there will not be any changes to the existing truck patterns and routes as a result of the proposed extension. She further stated that Lafarge has entered into a cost sharing agreement with the Region to implement road safety improvements in the Village of Goodwood, which includes the installation of speed cameras, pedestrian signals, and pavement markings.

C. Port responded to questions from the Committee regarding whether any major concerns have been raised by members of the public regarding the application; the overall environmental effects of the rehabilitation work completed on the existing pit, and whether there has been an increase in animals inhabiting those lands; whether the two properties located on the southeast corner and the properties to the east across Concession Road 4 are also owned by the applicant or are privately owned; and whether it is anticipated there will be any impacts on the wells of the neighbouring properties.

C) Correspondence

There were no communications to consider.

D) Report

Moved by Councillor Shahid, Seconded by Councillor Wotten,

(36) A) That Report #2024-P-11 of the Commissioner of Planning and Economic Development be received for information; and

B) That all submissions received be referred to the Planning and Economic Development Department for consideration.

CARRIED

5. Presentations

There were no presentations to be heard.

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

Sean O'Connor, Durham Resident, participating in-person, appeared before the Committee regarding the MMAH Draft Decision on the Durham Region Official Plan, Modification #46 relating to the Highway 412 and Rossland Road Interchange.

S. O'Connor stated that due to increasing traffic in the area of Lakeridge Road and Rossland Road in Ajax, there is a growing need for an interchange at Highway 412 and Rossland Road. He further stated that the Region's proposed wording in its response to MMAH on its Draft Decision on the Durham Regional Official Plan does not provide a timeline for completion and reiterated the importance of an interchange at this location.

Councillor Chapman clarified that the Region's response recommends the designation of interchanges at this location following MMAH's proposed removal of this item.

6.2 Rob Alexander, Past Board Chair, Durham Farm Fresh Marketing Association (Virtual 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]

Rob Alexander, Past Board Chair, Durham Farm Fresh Marketing Association (DFFMA), participating virtually, appeared before the Committee regarding Local

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

R. Alexander stated that DFFMA is a grass roots, not for profit organization that is run by a group of volunteers. He advised that the organization has successfully raised awareness of many direct-to-consumer agriculture businesses located in the Region, such as farmers markets, cideries, Christmas tree farms, pick your own strawberry patches, and more.

R. Alexander highlighted DFFMA's various activities in 2023, including:

- The "Gather at the Farm" campaign, which was a month-long digital campaign that took place in October 2023, and marked DFFMA's 30-year celebration of promoting local food in the Region. The campaign was designed to inspire residents and visitors to discover the Region's countryside and unique farm destinations. Gather at the Farm received over 1 million digital impressions and over 14,000 visits to its landing page over the duration of the campaign.
- A partnership with Durham Farm Connections to submit a joint application to receive funding through the Provincial Rural Economic Fund. The funding has been allocated towards hiring a shared coordinator with Durham Farm Connections, increasing DFFMA's online presence, attending more networking events, and redesigning the organization's marketing materials.

R. Alexander stated that DFFMA has the following activities planned for 2024:

- Continue to support existing members and deliver on commitments through the Rural Economic Development (RED) grant program.
- Organize seasonal culinary-focused, on-farm activities through a further collaboration with Durham Farm Fresh, which involves partnering with local chefs and farms to feature products grown and prepared on site.
- Updating DFFMA's website and re-developing its social media strategy.
- Supporting the northern area municipalities as they update their zoning by-laws as it relates to on-farm diversified uses.

R. Alexander stated that the first week of June is Local Food Week, which celebrates the local food growers, processors and retailers who supply the Region's residents with access to fresh, nutritious, and sustainable foods. He thanked the Region, and in particular, the Economic Development and Tourism divisions, for their continued support to DFFMA in carrying out their mission.

R. Alexander responded to questions from the Committee.

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]

Lauren Gould, CEO, The Robert McLaughlin Gallery, and Member of the Durham Arts and Culture Collaborative, participating in-person, appeared before the Committee regarding the Arts and Culture Mapping Report.

L. Gould stated that the Durham Arts and Culture Collaborative (DACC) is comprised of artists and cultural workers from a variety of sectors including theatre, music, dance, literary arts, and visual arts, and was formed to develop connections in the community through creativity.

L. Gould provided an overview of the survey results received from independent research conducted by DACC in November 2023 to provide insights of the arts and culture sector in the Region. L. Gould stated that DACC developed a 3-step process to build additional supports for the arts and culture sector in the Region based off the survey data collected, which was shared with all members of Regional Council. The 3-step process included a request to the Region to undertake a research and mapping study to provide a deeper understanding of arts and culture; the development of a collective database; and the establishment of a regional arts council.

L. Gould stated that the information collected has provided an understanding of the current challenges faced by artists, creatives, and entrepreneurs, and identified the following key components required for arts and culture within the Region to thrive: more regional connections to support networking and collaboration opportunities; increased communications and promotions for arts and cultural events, programs and activities, and paid employment opportunities; improved communication between different levels of government, local education institutions and art organizations; effective alignment of resources and initiatives; advocacy for the value of arts and culture; and increased funding at the regional level.

L. Gould reiterated the importance of the arts and culture sector and stated its significant contribution to tourism and economic development presents an opportunity to support the goals outlined in the 2023-2027 Invest Durham Strategy and Action Plan.

Following a comment from the Committee that area municipalities would benefit from hearing her presentation, L. Gould advised that could be considered.

L. Gould responded to questions from the Committee.

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
-

Moved by Councillor Pickles, Seconded by Councillor Neal,
(37) That 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 be referred to consideration of Report #2024-P-13.

CARRIED

- B) Correspondence received from Stop Sprawl Durham, dated May 28, 2024, re: Request for 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
-

Moved by Councillor Neal, Seconded by Councillor Wotten,
(38) That correspondence received from Stop Sprawl Durham, dated May 28, 2024, re: Request for 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 be referred to consideration of Memorandum of Brian Bridgeman, Commissioner of Planning and Economic Development, re: Preliminary Regional Response to MMAH's Proposed Modifications to the Durham Regional Official Plan [Item 7.1 D)].

CARRIED ON THE FOLLOWING
RECORDED VOTE:

Yes

Councillor Collier
Regional Chair Henry
Councillor Kerr
Councillor Neal
Councillor Shahid
Councillor Wotten

No

Councillor Chapman, Chair
Councillor Pickles

Members Absent: None

Declarations of Interest: None

- 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
-

Moved by Councillor Neal, Seconded by Councillor Wotten,

- (39) That 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 be referred to consideration of Memorandum of Brian Bridgeman, Commissioner of Planning and Economic Development, re: Preliminary Regional Response to MMAH's Proposed Modifications to the Durham Regional Official Plan [Item 7.1 D)].

CARRIED ON THE FOLLOWING
RECORDED VOTE:

Yes

Councillor Collier
Regional Chair Henry
Councillor Kerr
Councillor Neal
Councillor Shahid
Councillor Wotten

No

Councillor Chapman, Chair
Councillor Pickles

Members Absent: None

Declarations of Interest: None

- 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
-

Discussion ensued regarding the increased traffic pressures in the area of Highway 412 and Rossland Road, and the importance of an interchange at this location to accommodate future growth to the area and provide access to the 400-series highways to alleviate volume on municipal roads; motions passed at the Town of Ajax and Town of Whitby supporting an interchange at this location; and the appropriateness of submitting a proposed amendment to the Region's response to MMAH compared to allowing Region staff to continue its discussions with MMAH directly.

B. Bridgeman responded to questions from the Committee with regards to whether the expected tri-party feasibility study between the Town of Ajax, the Town of Whitby and the Region was ever completed; whether the group that advocates to the province on the Region's behalf has been made aware of the

proposed removal of this interchange from the Official Plan; and whether there is an example of an interchange at a comparable corridor that was supported by the province.

Moved by Councillor Collier, Seconded by Councillor Shahid,

(40) That the rules of procedure be suspended in order to introduce a motion pertaining to the reinstatement of policy into the Durham Regional Official Plan relating to the construction of an interchange at Highway 412 and Rossland Road.

CARRIED (A 2/3rds Vote Was Attained)

Moved by Councillor Collier, Seconded by Councillor Shahid,

(41) That we recommend to Council:

WHEREAS the Highway 412 interchange at Rossland Road was approved in the Highway 407 East Environmental Assessment study but deferred from initial construction;

AND WHEREAS the traffic has increased in volume on Highway 412 since the tolls were lifted in 2022;

AND WHEREAS both Ajax and Whitby are experiencing significant residential growth in the area of Highway 412 and Rossland Road;

AND WHEREAS this corridor is required for critical goods movement for major employers, including Amazon, H&M, and Gordon Food Service;

AND WHEREAS the Town of Ajax is widening Rossland Road from Westney Road to Lake Ridge Road to further Support the movement of people and goods;

AND WHEREAS the Draft Durham Official Plan Decision removes policy encouraging the construction of an interchange at Highway 412 and Rossland Road;

NOW THEREFORE BE IT RESOLVED THAT:

- 1) Durham Region request the province to reinstate policy encouraging the construction of an interchange at Highway 412 and Rossland Road in the Regional Official Plan; and
- 2) A copy of this motion be sent to the Honourable Paul Calandra, Minister of Municipal Affairs and Housing, the Honourable Prabmeet Sarkaria, the Minister of Transportation, all Durham MPPs, and all lower tier Durham municipalities.

PART 1 WAS CARRIED LATER IN THE
MEETING ON A RECORDED VOTE

PART 2 WAS DEFEATED LATER IN THE
MEETING ON A RECORDED VOTE
(See Following Motions)

Moved by Councillor Pickles, Seconded by Councillor Kerr,
(42) That the main motion (41) of Councillors Collier and Shahid be divided in
order to allow voting on Part 1) separately from Part 2).
CARRIED

Part 1) of the main motion (41) of Councillors Collier and Shahid was then put to a
vote and CARRIED ON THE FOLLOWING RECORDED VOTE:

Yes

No

Councillor Collier
Regional Chair Henry
Councillor Kerr
Councillor Neal
Councillor Pickles
Councillor Shahid
Councillor Wotten

Councillor Chapman, Chair

Members Absent: None

Declarations of Interest: None

Part 2) of the main motion (41) of Councillors Collier and Shahid was then put to a
vote and DEFEATED ON THE FOLLOWING RECORDED VOTE:

Yes

No

Councillor Collier
Councillor Neal
Councillor Shahid

Councillor Chapman, Chair
Regional Chair Henry
Councillor Kerr
Councillor Pickles
Councillor Wotten

Members Absent: None

Declarations of Interest: None

Staff responded to further questions from the Committee regarding the process
for residents to submit comments on the draft decision of the Official Plan;
whether the proposed modifications would result in any impacts to the Columbus
Planning Area, and if so, whether those impacts are considered major; the
reasoning for not presenting a report before the Committee prior to the Region
submitting its response to the MMAH on its draft decision; whether a

supplementary report will be brought before the Committee following the MMAH's consideration of the Region's response to its draft decision on Envision Durham; and the anticipated next steps in the process leading up to the finalization and implementation of Envision Durham.

Moved by Councillor Pickles, Seconded by Councillor Kerr,

(43) That the 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 be received for information.

CARRIED

7.2 Reports

A) Ontario Northlander Station Strategic Case, in Beaverton (Township of Brock) (2024-P-12)

Report #2024-P-12 from B. Bridgeman, Commissioner of Planning and Economic Development, was received.

Moved by Councillor Wotten, Seconded by Councillor Shahid,

(44) That we recommend to 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; and
- C) That a copy of Report #2024-P-12 of the Commissioner of Planning and Economic Development be provided to the Ontario Ministry of Transportation, Ontario Northland and the Township of Brock.

CARRIED

B) 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 (2024-P-13)

Report #2024-P-13 from B. Bridgeman, Commissioner of Planning and Economic Development, was received.

B. Bridgeman provided clarification regarding the lands appearing on the maps contained in Attachments #2 and #3 to Report #2024-P-13.

B. Bridgeman responded to questions from the Committee with regards to why the Region didn't make a request to the province to revoke the Minister's Zoning Order (MZO) at the time of developing Envision Durham; whether there are any concerns with Mayor Ashe's request to the province to remove the MZO in its entirety, and that the other lands remain in the urban boundary expansion; clarification on whether these are the same lands that were opposed to in a previous supplementary Planning report; and whether the Region is aware of the Landowners' Group discussions to address concerns relating to flooding of the headwaters of Carruthers Creek which would impact these lands.

Moved by Councillor Pickles, Seconded by Councillor Kerr,
(45) That we recommend to 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 of the Commissioner of Planning and Economic Development be forwarded to the Ministry of Municipal Affairs and Housing and Durham's area municipalities.

CARRIED

8. Economic Development

8.1 Correspondence

There were no communication items to be considered.

8.2 Reports

A) Arts and Culture Mapping Report (2024-EDT-9)

Report #2024-EDT-9 from B. Bridgeman, Commissioner of Planning and Economic Development, was received.

Moved by Councillor Wotten, Seconded by Councillor Pickles,
(46) That Report #2024-EDT-9 of the Commissioner of Planning and Economic Development be received for information.

CARRIED

B) Hannover Messe Trade Show, 2025 – Participation (2024-EDT-10)

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

Moved by Councillor Wotten, Seconded by Councillor Pickles,
(47) That we recommend to 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.

CARRIED

This matter will be considered by the Finance and Administration Committee on June 11, 2024 and presented to Regional Council on June 26, 2024.

C) Local Food in Durham Region: Durham Farm Fresh Marketing Association Annual Update and Ontario Local Food Week (2024-EDT-11)

Report #2024-EDT-11 from B. Bridgeman, Commissioner of Planning and Economic Development, was received.

Moved by Councillor Wotten, Seconded by Councillor Pickles,
(48) That Report #2024-EDT-11 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

There was no other business to be considered.

12. Date of Next Meeting

The next regularly scheduled Planning & Economic Development Committee meeting will be held on Tuesday, September 3, 2024 at 9:30 AM in the Council Chambers, Regional Headquarters Building, 605 Rossland Road East, Whitby.

13. Adjournment

Moved by Councillor Shahid, Seconded by Councillor Kerr,
(49) That the meeting be adjourned.

CARRIED

The meeting adjourned at 11:14 AM

Respectfully submitted,

B. Chapman, Chair


V. Walker, Committee Clerk

Sent by Email

July 3, 2024

The Honourable Sylvia Jones
Minister of Health
College Park, 5th Floor,
777 Bay St
Toronto, ON M7A 2J3
sylvia.jones@ontario.ca

Subject: Corr. 18-24
Nicole Martin, CAO/Clerk, Town of Amaranth
Re: Resolution on Water Testing Services for Private Drinking Water

 Corporate Services Department Legislative Services Division	
Date & Time Received:	July 03, 2024 1:53 pm
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

The Council of The Corporation of the City of Pickering considered the above matter at a Meeting held on June 24, 2024 and adopted the following resolution:

1. That Corr. 18-24 from Nicole Martin, CAO/Clerk, Town of Amaranth, dated May 16, 2024, regarding Resolution on Water Testing Services for Private Drinking Water, be received and endorsed; and,
2. That a copy of this resolution be forwarded to the Honourable Sylvia Jones, Minister of Health, the Honourable Andrea Khanjin, Minister of Environment, Conservation and Parks, the Honourable Peter Bethlenfalvy, M.P.P. Pickering-Uxbridge, Durham Region Public Health, and all Ontario municipalities.

A copy of the original correspondence is attached for your reference.

Should you require further information, please do not hesitate to contact the undersigned at 905.420.4660, extension 2019.

Yours truly,



Susan Cassel
City Clerk

Encl.

SC:am

Copy: The Honourable Andrea Khanjin, Minister of Environment, Conservation and Parks;
The Honourable Peter Bethlenfalvy, M.P.P. Pickering-Uxbridge;
Durham Region Public Health
All Ontario Municipalities

Chief Administrative Officer



374028 6TH LINE • AMARANTH ON • L9W 0M6

May 16, 2024

Sent Via Email

Re: Resolution on Water Testing Services for Private Drinking Water

At its regular meeting of Council held on May 15, 2024, the Township of Amaranth Council passed the following resolution concerning Water Testing Services for Private Drinking Water.

Resolution #: 5

Moved by: G. Little

Seconded by: A. Stirk

BE IT RESOLVED THAT:

Whereas the Ontario Auditor General's annual report on public health from December 2023 indicates that Public Health Ontario is proposing the phasing-out of free provincial water testing services for private drinking water; and

Whereas free private drinking water testing services has played a pivotal role in safeguarding public health, particularly in rural communities, including the entire Township of Amaranth, that rely predominantly on private drinking water; and

Whereas the removal of free private drinking water testing could lead to a reduction in testing, potentially increasing the risk of waterborne diseases in these vulnerable populations; and

Whereas the tragic events in Walkerton, Ontario underscored the critical importance of safe drinking water.

Now Therefore Be It Resolved that The Township of Amaranth hereby requests that the Province reconsider and ultimately decide against the proposed phasing-out of free private drinking water testing services.

Further Be It Resolved that this resolution be sent to all Ontario municipalities, Minister of Environment Conservation and Parks, Minister of Health, Wellington Dufferin Guelph Public Health Unit, and MPP Sylvia Jones.

CARRIED

Please do not hesitate to contact the office if you require any further information on this matter.

Yours truly,

A handwritten signature in black ink, appearing to read "Nicole Martin".

Nicole Martin, Dipl. M.A.
CAO/Clerk


CC:
Minister of the Environment, Conservation and Parks
Minister of Health
Wellington Dufferin Public Health Unit
MPP Sylvia Jones
All Ontario Municipalities

Sent by Email

July 3, 2024

Alexander Harras
Regional Clerk, Director of Legislative Services
The Regional Municipality of Durham
605 Rossland Road East
Whitby, ON L1N 6A3

Subject: Director, Engineering Services, Report ENG 09-24
Shared E-Scooter Pilot Program

 Corporate Services Department Legislative Services Division	
Date & Time Received:	July 03, 2024 2:00 pm
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

The Council of The Corporation of the City of Pickering considered the above matter at a Meeting held on June 24, 2024 and adopted the following resolution:

1. That Report ENG 09-24 regarding a Shared E-scooter Pilot Program be received;
2. That the staff be authorized to issue a 'Request for Proposal' to select a vendor to undertake and implement a Shared E-Scooter Pilot Program in the City of Pickering;
3. That a copy of this report be circulated to the Region of Durham, Durham Regional Police Service, Durham Region Transit, and all local Municipalities in Durham Region; and,
4. That the appropriate officials of the City of Pickering be authorized to take the necessary actions as indicated in this report.

A copy of Report ENG 09-24 is attached for your reference.

Should you require further information, please do not hesitate to contact the undersigned at 905.420.4660, extension 2019.

Yours truly,



Susan Cassel
City Clerk

Encl.

SC:am

Copy: Durham Regional Police Services
Durham Region Transit
Jaclyn Grossi, Director of Legislative & Information Services, Town of Ajax
June Gallagher, Municipal Clerk, Municipality of Clarington
Chris Harris, Clerk, Town of Whitby
Fernando Lamanna, Clerk, Township of Brock
Debbie Leroux, Clerk, Township of Uxbridge
Mary Medeiros, City Clerk, City of Oshawa
Ralph Walton, Interim City Clerk, Township of Scugog

Chief Administrative Officer

From: Richard Holborn
Director, Engineering Services

Subject: Shared E-Scooter Pilot Program
- File: A-1440

Recommendation:

1. That Report ENG 09-24 regarding a Shared E-scooter Pilot Program be received;
2. That the staff be authorized to issue a 'Request for Proposal' to select a vendor to undertake and implement a Shared E-Scooter Pilot Program in the City of Pickering;
3. That a copy of this report be circulated to the Region of Durham, Durham Regional Police Service, Durham Region Transit, and all local Municipalities in Durham Region; and,
4. That the appropriate officials of the City of Pickering be authorized to take the necessary actions as indicated in this report.

Executive Summary: The purpose of this report is to obtain Council's authorization to issue a Request for Proposal (RFP) to select a vendor to undertake and implement a shared e-scooter pilot program in the City of Pickering, and to provide Council with background information on shared e-scooter pilot programs.

The Ontario Ministry of Transportation (MTO) launched a five-year pilot program (Provincial Pilot Project – Electric Kick Scooters – ON Reg. 389/19) to run from January 1, 2020, to November 27, 2024, to allow municipalities to choose where and how electric kick scooters (e-scooters) may be used. The MTO outlined that it is up to municipalities to pass by-laws to permit the use of e-scooters locally and determine where they can and cannot operate.

The Region of Durham (Region) passed By-law 23-2022 on April 27, 2022, permitting the use of e-scooters on Regional roads including Regional roads in the City of Pickering (City), but not on roads under the jurisdiction of the City. To close this gap in connectivity for e-scooter users and have a consistent approach to e-scooters on all roads in Pickering, staff prepared the attached Electric Kick Scooter By-law No. 7992/23 (Attachment 1), which came into effect on February 27, 2023.

The City's E-scooter By-law is consistent with the regulations implemented by the Region including the restriction of the use of these devices anywhere other than roadways. The By-law also provides enforcement authority to the Durham Regional Police Service.

To assess the potential impacts and uptake of a shared e-scooter pilot program in the City, staff are recommending that interested vendors be invited to participate in a pilot program through a competitive procurement process. Staff will develop terms of reference for the RFP

for the pilot program after the authorization to do so is received from the Council. Subject to Council approval to issue an RFP, staff anticipate that a vendor(s) would be selected by the end of 2024, and the program could commence in April 2025.

This program is supported by the Council approved City's 2021 Integrated Transportation Master Plan, which has vision of "growing the adoption of active transportation, which generally is focused on walking (including the use of mobility aids) and cycling but can also include other transportation modes such as rollerblading, riding a skateboard, or a kick scooter. Currently, cycling only represents 0.5% of all daily trips in Pickering, while walking accounts for 9% of daily trips. Increasing active transportation and transit use by introducing micro-mobility and first and last mile solutions such as e-scooters will help to alleviate pressure on Pickering's existing and future transportation network." The shared e-scooter pilot program will advance the recommendations from the City's Integrated Transportation Master Plan to promote a safe, integrated and supportive transportation system and increase opportunities for transit and active transportation.

Relationship to the Pickering Strategic Plan: The recommendations in this report respond to the Pickering Strategic Plan Priority of Advance Innovation & Responsible Planning to Support a Connected, Well-Serviced Community.

Financial Implications: There are no financial implications at this time. Based on review of other municipalities' pilot programs, the capital and operating costs of the pilot project will be the responsibility of the vendors.

Further, a shared e-scooter program may require additional staffing resources, including for By-law and Operations.

Discussion: The purpose of this report is to obtain Council's authorization to issue a Request for Proposal (RFP) to select a vendor to undertake and implement a shared e-scooters pilot program in the City of Pickering, and to provide Council with background information on shared e-scooter pilot programs.

The MTO launched a five-year pilot program (Provincial Pilot Project – Electric Kick Scooters – ON Reg. 389/19) to run from January 1, 2020, to November 27, 2024, to allow municipalities to choose where and how e-scooters may be used. The MTO outlined that it is up to municipalities to pass by-laws to permit the use of e-scooters locally and determine where they can and cannot operate. Municipalities are working on new regulations and programs to adapt to these new technologies.

The MTO e-scooter pilot program guidelines for municipalities stipulate that municipalities must inform MTO that they are participating in the pilot by contacting REO@ontario.ca. Furthermore, it notes that the municipalities are required to monitor all collisions involving e-scooters on roads within the municipality and provide semi-annual written reports to the ministry.

MTO will use the information gathered from municipalities during the pilot to help determine if e-scooters will be allowed permanently in Ontario and if so, what the rules will be regarding their operation.

Enacting an e-scooter pilot program will be contingent on the MTO extending the e-scooter pilot program. Should the MTO not extend the program, the City may not have the ability to participate in a shared e-scooter pilot program.

The RFP process would commence upon receiving approval from Council, and it is anticipated that a vendor(s) would be selected by the end of 2024. Based on a review of neighbouring municipality programs, the anticipated timeline for launching the shared e-scooter program in a typical year would be from the beginning of April to the end of October depending on weather conditions, commencing April 2025.

A. What defines Micro-mobility & E-Scooter

Micro-mobility refers to transportation over short distances provided by a range of small, lightweight vehicles operating at speeds typically under 25 km/h and driven by users personally. These include e-scooters. They are ideal transportation options for providing the first and last mile connections to transit services at mobility hubs and could potentially help ease congestion near major transit hubs.

E-scooter is a vehicle that has:

- two wheels (one at the front and one at the back)
- a platform to stand on
- a handlebar for steering
- an electric motor that does not exceed 500 watts
- a maximum speed of 24km/h on a level surface

E-scooters are emerging across the world as an affordable and convenient micro-mobility option, particularly for people without access to a car, lack of sidewalks and those who do not live near transit stops or stations. E-scooters add another micro-mobility option to transportation road users for people who may not have the physical ability to use conventional bikes and scooters. They have shown that they can improve multi-modality and gaps within transit networks. There are people who may prefer using e-scooters instead of e-bikes because they take up less storage space and are easier to use regardless of balance skills.

There is growing research that shows mental and physical health and environmental benefits of micro-mobility. E-scooters are more likely to replace vehicular trips for short distances because people can use them for longer distances and over challenging hills.

B. Shared and Privately-owned E-scooters

Privately owned e-scooters are vehicles that people purchase for their own use, and they are responsible for their charging, maintenance, and storage.

Shared e-scooters are different from privately owned e-scooters. Shared e-scooters can be rented from a service provider for a fee per minute or per distance travelled. For example, at the time of writing this report, the shared micro-mobility vendor Bird Canada indicate in their mobile phone app a rate of \$0.35/minute with a minimum of \$2.50 fee for usage. The fees can change anytime as the pricing is at the vendor's discretion. Such vehicles are typically unlocked using an app and the user must return them to a designated area or risk being charged a monetary penalty. The service providers are responsible for operating and maintaining all their equipment, including the app needed to use the e-scooters.

C. Region of Durham E-scooter By-law

The Region's and City's ability to permit e-scooters depend on provincial and regional regulations, respectively. On April 27, 2022, the Region passed the Electric Kick Scooter By-Law 23-2022 permitting the use of e-scooters on Regional roads and consequently e-scooters are now permitted on Regional roads in the City of Pickering.

D. City of Pickering E-Scooter By-law & Consultation Summary

Following the Region's By-Law 23-2022 being passed, the City's Corporate Services staff drafted the City's E-Scooter By-law No. 7992/23, which came into effect in February 27, 2023 (Attachment 1). It includes the following:

- E-scooters are permitted on City streets but not on sidewalks, multi-use paths, parks, and trails.
- E-scooters are limited to roads with a speed limit of 60km/h and lower, unless within a reserved bicycle lane.
- Operators must be 16 years of age or older.
- Operators under 18 years of age must wear a helmet.
- No cargo can be carried on an e-scooter.
- E-scooters must have a bell or horn and be equipped with a white or amber lamp at the front and red light at the rear.

A public consultation was undertaken by the City's Corporate Services staff from May 21, 2021, to January 29, 2023 to gather public opinion on the City's draft by-law. The total number of engaged participants that registered and contributed to the survey was 144. Only 31% of the 144 survey participants owned an e-scooter. The key takeaways from survey were as follows:

- 69% of the survey participants are in favour of the use of e-scooters on City roads
- 96% of the survey participants agree that e-scooters should be used in bicycle lanes
- 50% of the survey participants agree to prohibit use of e-scooters on sidewalks and pathways with 8% being undecided
- 52% of the survey participants disagree that e-scooters should be prohibited in parks and on trails with 7% being undecided

-
- 62% of the survey participants are concerned with pedestrian safety
 - 58% of the survey participants feel all riders should be required to wear helmets, not only riders 18 years and under
 - 58% of the survey participants agree that a user must be at least 16 years of age to operate an e-scooter

Another notable finding from the survey feedback was that the participants who own and ride e-scooters regularly disagreed with prohibiting them on sidewalks and pathways due to not having adequate bicycle lanes on City roads.

E. Other Municipalities in the GTA

Since the commencement of the MTO's five-year long e-scooter pilot program, various municipalities such as the City of Brampton, City of Oshawa, and Town of Ajax, have opted in to participate in a pilot program to gather data on advantages and disadvantages of such programs and gauge local interest.

The City of Brampton's pilot program in 2023 exceeded expectations with significant positive community feedback and interest which allowed the City to see the program return for another year. They are using the services of a GTA-based micro-mobility company named Scooty.

The Town of Ajax partnered with Canadian company Bird Canada for its shared e-scooter pilot program for the month of October in 2023. In April 2024, the program commenced for a second time and is expected to be completed at the end of this year. The Town of Ajax has not placed any restrictions on the use of e-scooters on trails, multi-use paths, and within parks.

The City of Oshawa partnered with Canadian company Bird Canada and Singapore-based company Neuron Mobility to deliver a two-year ride-sharing pilot program at no cost to the City. The City of Oshawa's webpage for their e-scooter pilot program notes that their ride-sharing vendors, Bird Canada and Neuron Mobility, have committed to responding to devices parked incorrectly within 15 minutes to one hour. It also notes that for complaints pertaining to privately owned e-scooters, residents can contact the City.

In 2021, City of Toronto Council voted unanimously to ban e-scooters on any City of Toronto roads. They are not allowed to be operated, left, stored, or parked on any public street in Toronto including bicycle lanes, cycle tracks, trails, paths, sidewalks, or parks over concerns about safety related to e-scooters being ridden and littered on the sidewalk.

F. The Existing Technology

A micro-mobility share program is a service fully funded and operated by commercial businesses in which micro-mobility devices are made available to use for short-term rentals. Micro-mobility devices are generally rented and paid for through a mobile app. E-scooters can also be privately owned and are commercially available for purchase along with a wide variety of other unregulated micro-mobility devices.

Shared micro-mobility programs in Canada are regulated provincially and municipally with robust regulatory frameworks in place. Based on researching what other municipalities are

doing, it is understood that the entire micro-mobility program, including all hardware (i.e. e-scooters), software and local program management, is typically provided for by the micro-mobility company at no direct cost to the municipality.

A municipal shared micro-mobility program enables residents to simply download a free app onto their smartphone, locate a shared device, scan the QR Code located on the shared device via the smartphone app to unlock it, ride the shared device to their local destination where they would lock it via the app and park it in compliance with local municipal regulations, ready for the next rider.

To date, regulated shared e-scooter programs are present in over 100 cities globally. In Canada, e-scooter share operations have existed in major cities across the country such as Calgary, Edmonton, Ottawa, and Windsor.

Municipal programs for shared e-scooters in cities such as Ottawa and Windsor have regulations in place for shared e-scooter programs. For example, in Ottawa, Bird Canada has a signed binding agreement with the City of Ottawa covering such items as:

- fees and securities
- parking of shared e-scooters
- removal of shared e-scooters
- COVID-19 related sanitation
- communication and education
- non-performance (of contractual obligations)
- data reporting to the City
- insurance

Depending on vendors' products, some technology exists now that allows smart sidewalk protection which gives riders travelling on a sidewalk an audible alert and mobile notification before the vehicle is brought safely and smoothly to a stop by reducing throttle (disengaging the motor). It is known to be very uncomfortable riding these e-scooters without motor assistance.

Additionally, there are technologies that exist that will encourage users to stay and park within the geofenced green operational area, which can be found via an app. It's the same app that is used to make payments and rent shared e-scooters. Going outside this geofenced area will result in the user's e-scooter sounding an alarm and disabling the electric power. The user will need to manually push the e-scooter back into the geofenced area.

Geofencing technology uses GPS to create virtual boundaries around specific areas. E-scooter companies can use geofencing to restrict the speed or operation of e-scooters in certain zones, such as pedestrian-only areas, parks, or high-traffic zones.

G. Insurance and Liability Concerns

One of the main concerns, other than the concerns of improper parking and placement of the e-scooters such as blocking sidewalks, impacts on the movement and safety of vulnerable sidewalk users such as disability groups, children, elderly population etc., is related to

insurance and liability in the event of a collision, and property damage. As such, to reduce the probability of a collision taking place, staff recommend restricting the use of the shared e-scooters in winter months. Therefore, in a typical year the program will likely run from April to October, depending on weather conditions.

Many of the risks can be addressed through providing etiquette and education and requiring vendors to identify their risk mitigation measures during the RFP process. Bird Canada has a general rental and use of vehicle policy which includes terms and conditions related to risk and responsibility.

It is worth reiterating that the risks associated with privately owned e-scooters are more challenging to mitigate compared to shared e-scooters, given the City has no control over adjustments people can make to their own e-scooters.

H. Advantages and Disadvantages

The decision to participate in a shared e-scooter program must consider the potential advantages versus the disadvantages for both residents and the municipality. The table below outlines these considerations.

	For Residents	For Municipalities
Advantages	<ul style="list-style-type: none"> • Provides more transportation options that can be appropriate for people with mobility or any other limitations. • Allows residents to take shorter trips (last mile/first mile). For example - potential to use an e-scooter to get home from the GO station if people miss the last DRT bus. 	<ul style="list-style-type: none"> • Contributes to meeting goals for a multi-modal transportation system and greenhouse gas reductions. • Possibility to boost tourism and increase exposure to local businesses. • Control over e-scooter’s speed. • Possible to have the vendor provide enforcement and education. • Potentially reduce auto mode-share at congested areas within the City.
Disadvantages	<ul style="list-style-type: none"> • Potential conflicts with pedestrian path obstructions. • Risk of collision with pedestrians, notably pedestrians with disabilities if not trained properly (though the risks are not very different from conventional bikes). 	<ul style="list-style-type: none"> • Increased conflicts with pedestrians and increased risk of collision (though the risks are not very different from conventional bikes). • Insurance products are not available for e-scooters.

	For Residents	For Municipalities
	<ul style="list-style-type: none"> Littering (people may pick up and dispose of the e-scooters in unauthorized areas). Usage is contingent upon finding a vehicle nearby through the app when one is needed immediately. 	<ul style="list-style-type: none"> Increased demand for maintenance of on-road and off-road bike facilities. Not feasible to enforce on trails given jurisdictional powers and resources to enforce speeds.

As noted earlier, the results from the municipal pilot programs will also inform the MTO’s decision on whether to permanently permit e-scooters in Ontario and regulations on how users operate e-scooters.

In summary, a shared e-scooter pilot program will allow staff to assess the performance and operation of a micro-mobility system under a test environment and gather data to support recommendations for a permanent solution. It will support developing rules around their use in the City. It is an example of how the City can rethink the more conventional, auto-centric approach to transportation planning and infrastructure within the City. This program will also support the vision of growing an active transportation system, as identified in the City’s 2021 Integrated Transportation Master plan.

Attachment:

1. City of Pickering E-Scooter By-law No. 7992/23

Prepared By:

Original signed by:

Ridhita Ghose, P.Eng.
Transportation Engineer

Original signed by:

Nadeem Zahoor, P.Eng., M.Eng.
Manager, Transportation & Traffic

Original signed by:

Jason Litoborski
Manager, Municipal Law Enforcement Services

Approved/Endorsed By:

Original signed by:

Richard Holborn, P.Eng.
Director, Engineering Services

Original signed by:

Cathy Bazinet
Manager, Procurement

RG:mjh

Recommended for the consideration
of Pickering City Council

Original signed by:

Marisa Carpino, M.A.
Chief Administrative Officer

The Corporation of the City of Pickering

By-law No. 7992/23

Being a by-law to regulate the operation and use of electric kick-scooters in the City of Pickering.

Whereas the *Municipal Act, 2001*, *Highway Traffic Act* and Ontario Regulation 389/19 allow municipalities to regulate the use of electric kick scooters,

And Whereas the Council of the City of Pickering desires to allow the operation of electric kick-scooters on municipal roadways;

And Whereas the Council of the City of Pickering desires to restrict the use of electric kick-scooters on certain municipal property.

Now therefore the Council of The Corporation of the City of Pickering hereby enacts as follows:

1. Short Title

1.1. This By-law may be referred to as the “E-Scooter By-law”.

2. Definitions

In this By-law:

2.1 “boulevard” means all parts of a highway including the sidewalk, but excluding the roadway and shoulder.

2.2 “cargo” means goods carried on an electric kick-scooter by putting them on a platform, basket or container for carrying parcels or goods. Purses, backpacks or bags that are safely and securely attached to the operator are not considered cargo.

2.3 “Chief of Police” means the Chief of Police of the Durham Regional Police Service or an authorized representative.

2.4 “City” means the geographic area of the City of Pickering or The Corporation of the City of Pickering, as the context requires.

2.5 “e-scooter” means an electric kick-scooter vehicle that has:

- (a) two wheels placed along the same longitudinal axis, one placed at the front of the kick-scooter and one at the rear,
- (b) a platform for standing on between the two wheels,
- (c) a steering handlebar that acts directly on the steerable wheel,
- (d) an electric motor not exceeding 500 watts that provides a maximum speed of 24 kilometres per hour, and

- (e) a maximum weight of 45 kilograms (kg) and wheels with a diameter of more than 430 millimetres.
- 2.5 “highway” has the same definition as in subsection 1 (1) of the HTA.
- 2.6 “HTA” means the *Highway Traffic Act*, R.S.O. 1990, c. H.8, as amended.
- 2.7 “multi-use pathway” means an in-boulevard path physically separated from motor vehicle traffic for use by cyclists, pedestrians and other non-motorized users.
- 2.8 “official sign” means a sign required by or erected on behalf of any federal, provincial, regional, or municipal government or agency thereof or board or commission or public utility, including, but not limited to, signs designating hospitals, schools, libraries, community centres, arenas or other public government uses.
- 2.9 “pedestrian” means,
- (a) a person on foot;
 - (b) a person in a wheelchair; or
 - (c) a child in a carriage, stroller or play vehicle.
- 2.10 “Region” or “Regional” means the municipal corporation of The Regional Municipality of Durham or the geographic area as the context requires.
- 2.11 “reserved bicycle lane” means those parts of the highway set aside for the use of cyclists and designated by an official or authorized sign or by pavement markings.
- 2.12 “roadway” means that part of the highway that is improved, designed or ordinarily used for vehicular traffic, but does not include the shoulder, and, where a highway includes two or more separate roadways, the term “roadway” refers to any one roadway separately and not to all of the roadways collectively.
- 2.13 “shoulder” means that part of the highway immediately adjacent to the roadway and having a surface which has been improved for the use of vehicles with asphalt, concrete or gravel.
- 2.14 “sidewalk” means those parts of a boulevard set aside for the use of pedestrians.
- 2.15 “vehicle” includes a motor vehicle as defined in the HTA.

Application and Interpretation

- 3.1 This By-law applies to the City of Pickering.

Prohibition

- 4.1 No person shall operate, or cause to be operated, or use an e-scooter on a highway or any other property under the jurisdiction of the City unless:

- (a) permitted by and in accordance with the provisions of the HTA and Ontario Regulation 389/19, as amended;
 - (b) permitted by and in accordance with any applicable traffic by-laws; and
 - (c) permitted by and in accordance with the provisions of this By-law.
- 4.2 No person shall operate, or cause to be operated, or use an e-scooter on a highway with a legal speed limit greater than 60 kilometres per hour, unless within a reserved bicycle lane.
- 4.3 No person shall operate, or cause to be operated, or use an e-scooter where cycling, skateboarding or rollerblading is prohibited.
- 4.4 No person shall operate, or cause to be operated any e-scooter on any sidewalk, trail, park or multi-use pathway under authority of the City.

General Regulations

- 5.1 No person under the age of 16 years shall operate an e-scooter.
- 5.2 No person under the age of 18 years old shall fail to wear a helmet that complies with the HTA when operating an e-scooter.
- 5.3 No person operating an e-scooter shall carry any other person thereon.
- 5.4 No person operating an e-scooter shall tow another person, vehicle or device.
- 5.5 No person operating an e-scooter shall attach himself or herself to another e-scooter, vehicle or device for the purpose of being drawn or towed.
- 5.6 No person operating an e-scooter shall operate it in any position other than while standing at all times.
- 5.7 No cargo may be carried on an e-scooter.
- 5.8 No person shall park or stop an e-scooter or permit an e-scooter to remain parked or stopped on a roadway, shoulder, boulevard or any other public property in Pickering unless authorized by the City of Pickering.

Safe Operation

- 6.1 The operator of an e-scooter shall keep a safe distance of at least one metre from pedestrians and other users of the roadway or shoulder at all times and shall give way to a pedestrian or bicycle by slowing or stopping where there is insufficient space for the pedestrian or bicycle and the e-scooter to pass.
- 6.2 Where reserved bicycle lanes are provided on a highway, an e-scooter shall only be operated in the reserved bicycle lane.
- 6.3 Where no reserved bicycle lanes exist on a highway where e-scooters are permitted to operate, the operator of an e-scooter shall ride as close as practicable to the right-hand curb or edge of the roadway or on the paved shoulder.

- 6.4 No person shall operate an e-scooter within a crosswalk or pedestrian crossover, as defined in the HTA.
- 6.5 Every e-scooter shall be equipped with a bell or horn which shall be kept in good working order and sounded to notify cyclists, pedestrians or others of its approach.
- 6.6 When operated at any time from one-half hour before sunset to one-half hour after sunrise and at any other time when, due to insufficient light or unfavorable atmospheric conditions, persons and vehicles are not clearly discernible at a distance of 150 metres or less, every e-scooter shall carry a lighted lamp displaying a white or amber light at the front and a lighted lamp displaying a red light at the rear. The lamps may be attached to the e-scooter or may be carried or worn by the operator on his or her person.
- 6.7 No person shall operate or use an e-scooter in such a manner that it may harm, injure or damage, either directly or indirectly, any person or property.

Enforcement

- 7.1 The provisions of this by-law may be enforced by a police officer pursuant to subsection 42(1)(h) of the *Police Services Act*, R.S.O. 1990, c. P.15.

Offences and Fines

- 8.1 Every person who contravenes any of the provisions of this By-law is guilty of an offence.
- 8.2 Every person who is convicted of an offence is liable to a fine as provided for in the *Provincial Offences Act*, R.S.O. 1990, c. P.33, as amended.

Effective Date

- 9.1 This By-law shall come into force on February 27th, 2023 and shall be repealed on the earlier of:
- (a) the revocation of Ontario Regulation 389/19: Pilot Project – Electric Kick Scooters; and
 - (b) November 27, 2024.

By-law passed this 27th day of February, 2023.

Original Signed By

Kevin Ashe, Mayor

Original Signed By

Susan Cassel, City Clerk

Sent by Email

July 3, 2024

The Honourable Pablo Rodriguez
Minister of Transport
House of Commons
Ottawa, ON K1A 0A6
TC.MinisterofTransport-MinistredesTransports.TC@tc.gc.ca

 Corporate Services Department Legislative Services Division	
Date & Time Received:	July 03, 2024 2:02 pm
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

Subject: Director, Economic Development & Strategic Projects, Report ECD 03-24
Corridor Design for a High Frequency Rail Station in Pickering

The Council of The Corporation of the City of Pickering considered the above matter at a Meeting held on June 24, 2024 and adopted the following resolution:

1. That Report ECD 03-24 regarding the Corridor Design for a High Frequency Rail Station in Pickering completed by Weston Williamson & Partners (WW+P) be received;
2. That the appropriate City of Pickering officials be authorized to submit the confidential information package entitled "City of Pickering – HFR Corridor Design" to VIA HFR-VIA TGF.;
3. That the Mayor be requested to send a letter of support for the City of Pickering to be a host community for a VIA HFR Station to VIA HFR-VIA TGF.;
4. That the City Clerk forward a copy of Report ECD 03-24 to the Minister of Transport Canada, the CEO of VIA HFR-VIA TGF., and to the Region of Durham; and,
5. That the appropriate City of Pickering officials be authorized to take the necessary actions as indicated in this report.

A copy of Report ECD 03-24 is attached for your reference.

Should you require further information, please do not hesitate to contact the undersigned at 905.420.4660, extension 2019.

Yours truly,



Susan Cassel

City Clerk

Encl.

SC:am

Copy: Alexander Harras Regional Clerk, Director of Legislative Services, Region of Durham

Chief Administrative Officer
Director, Economic Development & Strategic Projects

From: Fiaz Jadoon
Director, Economic Development & Strategic Projects

Subject: Corridor Design for a High Frequency Rail Station in Pickering
- File: D-1600-002

Recommendation:

1. That Report ECD 03-24 regarding the Corridor Design for a High Frequency Rail Station in Pickering completed by Weston Williamson & Partners (WW+P) be received;
2. That the appropriate City of Pickering officials be authorized to submit the confidential information package entitled “City of Pickering – HFR Corridor Design” to VIA HFR-VIA TGF.;
3. That the Mayor be requested to send a letter of support for the City of Pickering to be a host community for a VIA HFR Station to VIA HFR-VIA TGF.;
4. That the City Clerk forward a copy of Report ECD 03-24 to the Minister of Transport Canada, the CEO of VIA HFR-VIA TGF., and to the Region of Durham; and,
5. That the appropriate City of Pickering officials be authorized to take the necessary actions as indicated in this report.

Executive Summary: The purpose of this report is to provide an update on the work conducted by Weston Williamson & Partners (WW+P) for the Conceptual Design of a proposed High Frequency Rail (HFR) Station in Pickering.

The Toronto to Quebec City corridor is one of the most populated and economically active regions in Canada. An increase in public transportation between this corridor will significantly reduce the congestion, carbon footprint, and travel time within the region. In 2016, VIA Rail Canada (VIA) submitted a proposal to the federal government for a High Frequency Rail (HFR) service between the Toronto to Quebec City corridor. In 2022, The City of Pickering’s Economic Development & Strategic Projects Department collaborated with the Region of Durham’s Planning & Economic Development Department to propose a plan for an HFR station stop in Pickering. The plan included a jointly commissioned Business Analysis Study on the VIA HFR project by WSP with a proposed stop in Pickering (Resolution #873/22).

Since 2022, Transport Canada and VIA have made significant progress on the HFR project, including releasing a Request for Qualifications (RFQ) to qualify bidders for the project, the formation of the HFR executive team, and releasing a Request for Proposals (RFP) to select from a group of qualified bidders.

In 2023, Members of Council approved the hiring of WW+P to undertake the Design of a HFR Station in Pickering (Resolution #337/23). The scope of work outlined how the proponent will develop a high-level, functional, concept plan (which includes corridor development) for an HFR Station. The final design incorporates the vital need of community space by incorporating the station stop with the district park, relocating heritage facilities to a dedicated space, and promotes the growing Agri-Tourism in Pickering, making it an enjoyable experience for all.

Following the work conducted by WW+P, the next steps involve submitting the confidential information package entitled “City of Pickering – HFR Corridor Design”, that was provided to Council during an in-camera meeting on June 24th, to VIA HFR-VIA TGF. This would allow the City of Pickering to be one of the first municipalities to create and present a business analysis study and conceptual plan. This step will further enhance the City of Pickering’s proposal for an HFR Station stop in Pickering.

Relationship to the Pickering Strategic Plan: The recommendations in this report respond to the Pickering Strategic Plan Priority of Advance Innovation & Responsible Planning to Support a Connected, Well-Serviced Community.

Financial Implications: This report contains no financial implications to the City of Pickering.

Discussion: The purpose of this report is to provide Council with an update on the work conducted by WW+P for the Conceptual Design of a HFR Station in Pickering.

The Toronto-Quebec City corridor is VIA-Rail Canada’s (VIA) busiest passageway with 3.6 million riders in 2019 alone. VIA’s passenger service experiences an increase in delays due to congestion caused by other operators utilizing the same rail lines, including Metrolinx, Canadian Pacific (CP), and Canadian National (CN). Thus, VIA submitted a proposal to the federal government in 2016 for a High Frequency Rail (HFR) service between the Toronto to Quebec City corridor using the Havelock Line of the Canadian Pacific Railway (CP). This proposal suggested dedicated rail lines for passenger service to bypass current issues and delays with freight trains on shared lines.

The Government of Canada launched the procurement process of the HFR project through the announcement of a Request for Expressions of Interest (RFEOI). Additionally, the RFEOI was supported by a multi-year process that included a Request for Qualifications (RFQ) followed by a Request for Proposal (RFP) in March 2022. The Minister of Transportation also announced the establishment of the VIA Rail Subsidiary VIA HFR- VIA TGF.

In partnership with the Region of Durham, the City hired WSP in April 2022 to conduct a Business Analysis Study on the VIA HFR project with a proposed stop in Pickering (Resolution #873/22). The report from WSP highlights potential for a Transit Oriented Community (TOC) surrounding the HFR station. Correspondingly, City staff presented the findings of the study

from WSP to the VIA HFR-VIA TGF team. The feedback was positive, and the VIA HFR-VIA TGF team recommended that the City of Pickering continue their work on the project.

In October 2023, a Request for Proposals (RFP) was posted on the City's bids&tenders website. Upon careful review of all proposals and relevant documents received, WW+P was selected as the highest qualified bidder. Council approved the hiring of WW+P in November 2023 (Resolution #337/23).

The goal of the Corridor Design was to evaluate the policy framework and create a conceptual plan for a HFR Station in Pickering. During the information phase, it was crucial for the team at WW+P to gain a clear understanding of the project and the progress made thus far. In consultation with City staff, the deliverables identified were to produce a comprehensive conceptual plan for an HFR Station (and Corridor) within the targeted areas identified by the City of Pickering and to develop the design incorporating all relevant details. Additionally, the team was advised to consider the logistical restrictions outlined in the pre-existing report by WSP, which included data assumptions about the possible station location.

Further to the WSP Business Analysis Study, two sites were determined to be the best fit (Attachment 1). WW+P was prompted to build upon the assumptions of the WSP report and conduct a conceptual design and planning vision to unlock the under-utilized lands within the Seaton Community and address a larger transportational need within Pickering, while also being responsive to the local community through consultation with key stakeholders. WW+P studied both Durham Region and the City of Pickering's Official Plans. The evaluation also considered noise limitations, vibration, dust, light, safety, existing rail alignment, and odour studies. Following thorough evaluations, the north site (Scenario 1 in Attachment 1) was chosen as the preferred location out of the two identified sites.

City staff advised WW+P to prioritize the preservation of parks and environmentally friendly structures, while also creating a hub which would directly link the station stop to the district park, heritage facilities, and Agri-Tourism. The final design from WW+P incorporates relocation of the heritage facilities to a dedicated space and promotes the growing Agri-Tourism in Pickering, which would support locally grown and produced products.

The station design was thoroughly planned by WW+P who based the conceptual design on their expertise in delivering Transit Oriented Communities (TOC) and award-winning station design. The design of the station and new corridor are an integrated approach to building communities within cities and deploying a truly Canadian aesthetic that resonates with VIA Rail's values.

Due to the sensitive commercial information regarding the competitive advantages of this project, Members of Council were provided a confidential information package entitled "City of Pickering – HFR Corridor Design" during an in-camera meeting prior to the June 24, 2024 Council Meeting.

In the 2024 federal budget, the Government of Canada introduced legislative amendments to make VIA HFR-VIA TGF Inc. an Agent of the Crown, enabling VIA HFR-VIA TGF Inc. to deliver High Frequency Rail on behalf of the government. Budget 2024 also proposes to provide \$371.8 million over six years, starting this year, to VIA HFR-VIA TGF Inc. and

Infrastructure Canada to advance design and development of HFR. Concurrently, the 2024 Field Study Program for VIA HFR, focusing on environmental factors like air quality and wildlife, is ongoing until December 2024, aiming to offer data to guide project decisions, prescribe protection if needed, and engage Indigenous Peoples to incorporate their knowledge and guidance in shaping project plans and development.

It is therefore recommended that Council authorize staff to submit the confidential information package entitled “City of Pickering – HFR Corridor Design”, with a letter of support from the Mayor, to the VIA HFR-VIA TGF team. City Staff will also seek opportunities to engage key stakeholders including Ministry of Transportation (MTO), Metrolinx, Infrastructure Ontario (IO), Canadian Infrastructure Bank, and Transport Canada (TC) to enhance the City of Pickering’s proposal for a HFR Station in Pickering.

Attachment:

- 1. Proposed Sites

Prepared By:

Approved/Endorsed By:

Original Signed By:

Original Signed By:

Usman Malik, B.Eng
Senior Officer, Economic Development
& Strategic Projects

Fiaz Jadoon, Ec.D., CEcD, MPM, B.COMM
Director, Economic Development &
Strategic Projects

FJ: um

Recommended for the consideration
of Pickering City Council

Original Signed By:

Marisa Carpino, M.A.
Chief Administrative Officer

**Scenario 1:
York-Durham Line
& Highway 7**

1

**Scenario 2:
York-Durham Line
& Whitevale Road**

2





The Corporation of the Township of Otonabee-South Monaghan

June 28, 2024

Via Email: david.piccinico@pc.ola.org

Hon. David Piccini M.P.P.
Minister of Labour, Immigration, Training and Skills Development
117 Peter Street
Port Hope, ON
L1A 1C5

Dear Minister Piccini:

Re: Regulations for the Importation and Safe Use of Lithium-ion Batteries


I am writing today to bring to your attention a matter of significant importance to the Township of Otonabee-South Monaghan, regarding the importation and safe use of lithium-ion batteries.

At the June 17, 2024 Council Meeting the Fire Chief of the Township of Otonabee-South Monaghan made a presentation to Council on the dangers presented by lithium-ion batteries. The Fire Chief was reporting back from attending the Charged For Life Symposium presented by the Office of the Fire Marshal.

During the presentation, the Fire Chief stressed that the increased importation and use of non-Original Equipment Manufacturer (OEM) aftermarket batteries is presenting a significant increase in fire and explosion, putting citizens and responding personnel in danger. These after market batteries are not Underwriter Laboratories of Canada (ULC) certified but can be imported into Canada without any associated regulations.

Unlicensed persons and locations can store and modify lithium-ion batteries in our communities without regulations, providing dangerous conditions within a community. Charging these batteries within the home or multi-unit dwellings can result in larger fires with grave results.

Email: info@osmtownship.ca Telephone: 705.295.6852 Facsimile 705.295.6405
P.O. Box 70 20 Third St Keene, ON K0L 2G0
Visit our website at www.osmtownship.ca or follow us on Twitter @OSMTownship

 Corporate Services Department Legislative Services Division	
Date & Time Received:	June 28, 2024 2:53 pm
Original To:	CIP
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Notes/Comments:	

As Canada becomes more aware of Green Energy solutions, these batteries are used more often, increasing the danger to our communities. We support the Ontario Fire Marshal's program to educate citizens on the danger associated with lithium-ion batteries and encourage every municipality to actively promote safe practices for the use of lithium-ion batteries.

We also call upon all levels of government to enact regulations for the importation, sale, storage, and use of non-OEM or ULC certified lithium-ion batteries.

Thank you in advance for your attention to this very critical issue, and I look forward to your prompt consideration and support.

Please do not hesitate to contact me or our Fire Chief if you require any additional information.

Yours truly,
Township of Otonabee-South Monaghan

A rectangular grey box redacting the signature of Joe Taylor.

Joe Taylor, Mayor

Cc: MP, Philip Lawrence
All Ontario Municipalities

And Further That Council of the County of Frontenac supports the establishment of an intergovernmental working group which would include a member of the Eastern Ontario Wardens Caucus, to develop a plan on how to deal with the impending debt dilemma facing small rural municipalities;

And Further That a copy of this resolution be forwarded to the Right Honourable Justin Trudeau, Prime Minister, the Honourable Sean Fraser, Minister of Housing Infrastructure and Communities, Romy Bowers, President and CEO of Canada Mortgage and Housing Corporation, the Honourable Doug Ford, Premier of Ontario, the Honourable Kinga Surma, Minister of Infrastructure, the Honourable Paul Calandra, Minister of Municipal Affairs and Housing, Scott Reid, MP, Lanark-Frontenac-Kingston, Mark Gerretsen, MP, Kingston and the Islands, John Jordan, MPP, Lanark-Frontenac-Kingston, Ted Hsu, MPP, Kingston and the Islands, AMO, ROMA, EOWC and all municipalities in Ontario.

Carried

Should you have any questions or concerns, please do not hesitate to contact me at 613-548-9400, ext. 302 or via email at jamini@frontenacounty.ca.

Yours Truly,



Jannette Amini, Dipl.M.M., M.A. CMO
Manager of Legislative Services/Clerk

Copy: File

 Corporate Services Department Legislative Services Division	
Date & Time Received:	June 28, 2024 11:44 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

June 27, 2024

Association of Municipalities of Ontario
 155 University Ave | Suite 800
 Toronto, ON M5H 3B7

Sent via email: resolutions@amo.on.ca

**Re: Green Roads Pilot Project
 Our File 35.72.3**

To Whom it May Concern,

At its meeting held on June 24, 2024, St. Catharines City Council approved the following motion:

WHEREAS St. Catharines has declared a climate emergency, recognizing the urgent need to address and mitigate the impacts of climate change on our community and environment; and

WHEREAS alternatives to traditional road surfacing materials exist, including green roads technologies that are more sustainable and environmentally friendly; and

WHEREAS bioresin is a natural alternative that can be used to support road surfacing, providing a more sustainable option that reduces our reliance on petrochemical-based products; and

WHEREAS many secondary roads in St. Catharines require resurfacing, presenting an opportunity to explore and implement innovative and sustainable road surfacing solutions; and

WHEREAS Good Roads, the Association of Municipalities of Ontario (AMO), and the Federation of Canadian Municipalities (FCM) have presented alternatives for municipal road restoration that include sustainable and environmentally friendly materials and methods; and

WHEREAS other municipalities, such as Centre Wellington, have entered into a similar pilot project using bioresin and other sustainable materials, demonstrating a commitment to innovation and environmental stewardship; and

WHEREAS implementing pilot projects using bioresin on city roads can provide valuable data and insights into the feasibility, performance, and environmental benefits of this alternative material; and

WHEREAS the Federation of Canadian Municipalities (FCM) has established the Green Municipal Fund which includes new funding for pilot projects to test innovative and ambitious technologies to improve environmental outcomes;

THEREFORE BE IT RESOLVED that St. Catharines City Council directs staff to investigate the feasibility and potential benefits of using bioresin on City road works; and

BE IT FURTHER RESOLVED that staff investigate other alternative construction materials and methods for road works that minimizes the City's carbon footprint and are more environmentally sustainable; and

BE IT FURTHER RESOLVED that staff prepare a report on the findings, no later than Q3 2024, including potential costs, benefits, and environmental impacts of using bioresin or other sustainable construction materials or methods for road works, and if feasible, a list of City streets where a pilot project may be considered in accordance with the City's procurement policy; and

BE IT FURTHER RESOLVED that this resolution be sent to all Ontario municipalities, the Association of Municipalities of Ontario (AMO), and the FCM to encourage the exploration and adoption of sustainable road surfacing alternatives.

If you have any questions, please contact the Office of the City Clerk at extension 1524.



Donna Delvecchio, Acting City Clerk
Legal and Clerks Services, Office of the City Clerk
:sm

cc: all Ontario Municipalities



Corporate Services Department Legislative Services Division	
Date & Time Received:	June 28, 2024 11:46 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

June 28, 2024

Colin Best
President of the Association of Municipalities of Ontario (AMO)

Sent via email: amopresident@amo.on.ca

Dear Colin Best:

Please be advised that Brantford City Council at its meeting held June 25, 2024 adopted the following:

12.2.7 Support for the Decision of the Ontario Energy Board to End the Gas Pipeline Subsidy

WHEREAS residents are struggling with energy bill increases and need relief; and
WHEREAS natural gas is no longer the cheapest way to heat homes because electric heat pumps are now much more efficient, can provide all heating needs even in cold climates, and result in far lower energy bills over the long term compared to gas heating; and

WHEREAS natural gas is methane gas, which is a fossil fuel that causes approximately one-third of Ontario's GHG emissions, and must be phased out because it is inconsistent with all climate targets, while heat pumps result in the lowest GHG emissions and are consistent with a zero-carbon future; and

WHEREAS the Ontario Energy Board (OEB) decided to end a subsidy for methane gas pipelines to be built in new construction developments, effective 2025, finding that this would lower energy bills for existing gas customers and improve affordability for new homebuyers, but this decision is at risk of being overturned by the provincial government; and

WHEREAS the OEB decision will help lower energy bills and encourage heating systems that are consistent with climate targets and plans; and

WHEREAS the construction of new methane gas pipelines, which have 60-year targets and will result in higher carbon emissions, higher energy bills, higher future decarbonization retrofit costs to get off fossil fuel heating, and a continued financial drain as dollars leave the province to pay for fossil fuels extracted in other jurisdictions; and

WHEREAS the City of Brantford declared a climate emergency in 2019; and

WHEREAS transforming buildings by supporting actions that improve their energy efficiency aligns with the goals outlined in Brantford's Climate Change Action Plan.

NOW THEREFORE BE IT RESOLVED:

- A. THAT the City of Brantford EXPRESS its support for the decision of the Ontario Energy Board to end the gas pipeline subsidy and RESPECTFULLY REQUESTS that the Ontario Government allow the decision to stand; and
- B. THAT this resolution BE CIRCULATED to the President of the Association of Municipalities of Ontario, Colin Best; Premier of Ontario, Doug Ford; Minister of Energy, Todd Smith; Minister of Finance, Peter Bethlenfalvy all Ontario Municipalities, The Honourable Marit Stiles, Leader of the Official Opposition, and The Honourable Bonnie Crombie, Leader of Ontario Liberal Party.

I trust this information is of assistance.

Yours truly,




Chris Gauthier
City Clerk, cgauthier@brantford.ca

cc Honourable Doug Ford, Premier of Ontario
Honourable Todd Smith, Minister of Energy
Honourable Peter Bethlenfalvy, Minister of Finance
Honourable Marit Stiles, Leader of the Official Opposition
Honourable Bonnie Crombie, Leader of Ontario Liberal Party
All Ontario Municipalities



July 3, 2024

Hon. Doug Ford
Premier of Ontario
Legislative Building, Queen’s Park
Toronto, ON M7A 1A1
Email: premier@ontario.ca

 Corporate Services Department Legislative Services Division	
Date & Time Received:	July 03, 2024 3:50 pm
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

Dear Honourable Doug Ford,

RE: Support of Resolution – Provincial Regulations Needed to Restrict Keeping of Non-native (“exotic”) Wild Animals

Please be advised that the Council of the Corporation of the Municipality of Leamington, at its meeting held Tuesday, June 25, 2024 enacted the following resolution:

No. C-138-24

That Council for the Municipality of Leamington support the resolution from St. Catherines regarding the need for provincial regulations to restrict the keeping of Non-native wild animals.

Yours Truly,



Abbie Marchildon, Council and Committee Coordinator

Attached: St. Catherines Resolution

- cc: The Hon. Michael Kerzner, Solicitor General
The Hon. Graydon Smith, Minister of Natural Resources and Forestry
Dave Epp, MP
Trevor Jones, MPP
Association of Municipalities of Ontario (AMO)
Association of Municipal Managers, Clerks and Treasurers of Ontario (AMCTO)
Municipal Law Enforcement Officers’ Association of Ontario (MLEAO)
All Municipalities of Ontario

April 23, 2024

The Honourable Doug Ford
Premier of Ontario
Legislative Building
1 Queen's Park
Toronto, ON M7A 1A1

Sent via email: premier@ontario.ca

**Re: Provincial Regulations Needed to Restrict Keeping of Non-native ("exotic") Wild Animals
Our File 35.11.2**

Dear Premier Ford,

At its meeting held on April 8, 2024, St. Catharines City Council approved the following motion:

WHEREAS Ontario has more private non-native ("exotic") wild animal keepers, roadside zoos, mobile zoos, wildlife exhibits and other captive wildlife operations than any other province; and

WHEREAS the Province of Ontario has of yet not developed regulations to prohibit or restrict animal possession, breeding, or use of non-native ("exotic") wild animals in captivity; and

WHEREAS non-native ("exotic") wild animals can pose very serious human health and safety risks, and attacks causing human injury and death have occurred in the province; and

WHEREAS the keeping of non-native ("exotic") wild animals can cause poor animal welfare and suffering, and poses risks to local environments and wildlife; and

WHEREAS owners of non-native ("exotic") wild animals can move from one community to another even after their operations have been shut down due to animal welfare or public health and safety concerns; and


WHEREAS municipalities have struggled, often for months or years, to deal with non-native ("exotic") wild animal issues and have experienced substantive regulatory, administrative, enforcement and financial challenges; and

WHEREAS the Association of Municipalities of Ontario (AMO), the Association of Municipal Managers, Clerks and Treasurers of Ontario (AMCTO) and the Municipal Law Enforcement Officers' Association (MLEOA) have indicated their support for World Animal Protection's campaign for provincial regulations of non-native ("exotic") wild animals and roadside zoos in letters to the Ontario Solicitor General and Ontario Minister for Natural Resources and Forestry;

THEREFORE BE IT RESOLVED that the City of St. Catharines hereby petitions the provincial government to implement provincial regulations to restrict the possession, breeding, and use of non-native ("exotic") wild animals and license zoos in order to guarantee the fair and consistent application of policy throughout Ontario for the safety of Ontario's citizens and the non-native ("exotic") wild animal population; and

BE IT FURTHER RESOLVED that this resolution will be forwarded to all municipalities in Ontario for support, the Premier of Ontario, Ontario Solicitor General, Ontario Minister for Natural Resources and Forestry, MPP Jennie Stevens, MPP Sam Oosterhoff, MPP Jeff Burch, AMO, AMCTO, and MLEAO.

If you have any questions, please contact the Office of the City Clerk at extension 1524.



Kristen Sullivan, City Clerk
Legal and Clerks Services, Office of the City Clerk
:av

cc: The Honourable Michael S. Kerzner, Solicitor General
The Honourable Graydon Smith, Minister of Natural Resources and Forestry
Local MPPs
Association of Municipalities of Ontario (AMO)
Association of Municipal Managers, Clerks and Treasurers of Ontario (AMCTO)
Municipal Law Enforcement Officers' Association of Ontario (MLEAO)
All Municipalities of Ontario



Date & Time Received:	June 28, 2024 11:42 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	



DURHAM REGIONAL POLICE SERVICE BOARD

S. Collier, Chair * G. Cubitt, Vice-Chair
S. Bhatia, Member * D. Carter, Member
K. Fisher, Member * M. Welch, Member * W. Woo, Member

June 28, 2024

Regional Clerk
Durham Regional Council – Regional HQ Level 1
605 Rossland Road East
Whitby, ON L1N 6A3

By Email

On behalf of the Durham Regional Police Service Board, I am pleased to provide a copy of the DRPS 2023 Annual Report, as required by the Protocol for the Sharing of Information between the Durham Regional Police Services Board and the Durham Regional Council.

The 2023 Annual Report can be viewed by Members of Council on the Board’s website at <https://drps.readz.com/2023?preview=154880>

Please feel free to contact us if you have any questions.

Regards,



Shaun Collier
Board Chair

From: Colin Best <amopresident@amo.on.ca>
Sent: Wednesday, July 3, 2024 11:27 AM
To: Alexander Harras <Alexander.Harras@durham.ca>
Subject: AMO Advocacy on Homelessness Encampments

You don't often get email from amopresident@amo.on.ca. [Learn why this is important](#)



AMO Advocacy on Homelessness Encampments

Dear Clerks and Heads of Council of Municipal Governments Across Ontario:

The AMO President and Board is requesting that this letter be shared with all elected council members and administrative heads (i.e., CAO, City Manager) in your municipality. Please post as an information item in your next council meeting agenda.

On behalf of its municipal members, the Association of Municipalities of Ontario (AMO) is urgently calling for provincial and federal leadership and action to address the growing crisis of homelessness encampments in communities across Ontario.

On July 2nd, AMO released a new policy paper [Homeless Encampments in Ontario: A Municipal Perspective](#) detailing the state of this crisis and evidence-based actions that must be taken.

Municipal governments are at the front lines of the homelessness crisis without the resources or tools to support our residents and communities. We are asking the provincial and federal governments to work collaboratively with each other and municipalities. These are complex issues that require comprehensive responses from all orders of government working together.

For further resources and information, please visit www.amo.on.ca

Sincerely,



Colin Best

President, Association of Municipalities of Ontario (AMO)

*Disclaimer: The Association of Municipalities of Ontario (AMO) is unable to provide any warranty regarding the accuracy or completeness of third-party submissions. Distribution of these items does not imply an endorsement of the views, information or services mentioned.

Association of Municipalities of Ontario

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155 University Ave Suite 800 | Toronto, ON M5H 3B7 CA

The Regional Municipality of Durham

MINUTES

DURHAM AGRICULTURAL ADVISORY COMMITTEE

June 11, 2024

A meeting of the Durham Agricultural Advisory Committee was held on Tuesday, June 11, 2024 in Meeting Room 1-B, Regional Headquarters Building, 605 Rossland Road East, Whitby, Ontario at 7:31 PM. Electronic participation was offered for this meeting.

1. Roll Call

Present: T. Barrie, Clarington
Z. Cohoon, Member at Large, Chair
R. Death*, Whitby
N. Guthrie, Ajax
B. Hulshof*, Uxbridge, attended the meeting at 7:48 PM
J. McKay*, Durham Farm Fresh
G. O'Connor, Member at Large
D. Risebrough, Member at Large, Vice-Chair
H. Schillings, Member at Large
B. Smith*, Uxbridge, Vice-Chair
M. Somerville, Member at Large, attended the meeting at 7:37 PM
D. Stevenson, Oshawa
N. Swain, Scugog
G. Taylor, Pickering
W. Wotten, Regional Councillor
*** denotes members of the Committee participating electronically**

Absent: M. Shiers, Durham Region Federation of Agriculture
T. Watpool, Brock

Staff

Present: A. De Vos, Program Specialist, Department of Planning and Economic Development
C. Goodchild*, Director, Planning, Department of Planning and Economic Development
R. Inacio, Systems Support Specialist, Corporate Services – IT
M. Scott, Project Planner, Department of Planning and Economic Development
K. Smith, Committee Clerk, Corporate Services – Legislative Services
L. Talling, Acting Manager, Agricultural & Rural Economic Development, Department of Planning and Economic Development
*** denotes staff participating electronically**

2. **Declarations of Interest**

There were no declarations of interest.

3. **Adoption of Minutes**

Moved by G.L. O'Connor, Seconded by H. Schillings,
That the minutes of the Durham Agricultural Advisory Committee meeting
held on Tuesday, May 14, 2024, be adopted.

CARRIED

4. **Presentations**

A) William Turman and Robert Rappolt, WSP Canada Inc. – Enabling Agriculture-Related Uses and On-Farm Diversified Uses Project

William Turman and Robert Rappolt, WSP Canada Inc. provided a PowerPoint presentation with regards to North Durham Agriculture-Related and On-Farm Diversified Uses Study.

Highlights of the presentation included:

- Presentation Outline
- Introductions
- Project Purpose
- Project Workplan
- Land Use Planning Framework
- What are Agriculture-Related Uses and On-Farm Diversified Uses?
- Examples of an Agriculture-Related Use
- Examples of an On-Farm Diversified Use
- Land Use Planning Framework
- Preliminary Areas of Consideration and Discussion
 - Types of Uses, Size and Impacts
 - Preliminary Meeting with Township Staff
 - Land Use Planning
 - Other Municipal By-laws
 - Marketing and Education
- Discussion
- Stay in Touch

W. Turman and R. Rappolt responded to questions with regards to why flour mills are limited to only allow grain that is grown in the area; the land use planning framework being used; clarification on the size and scale of events and number of guests permitted; how much experience in event planning WSP Canada Inc. has; and whether they are consulting with Durham Tourism on the project.

Discussion ensued with regards to the land use planning framework for the project; the number of people at events to ensure profitability; size, location and road access of farms to host events; implementing a unified policy throughout the lower-tier municipalities in Durham Region; ensuring fairness for all business in the process; property standards by-laws being implemented for On-Farm Diversified Uses (OFDUs); cost implications when applying for zoning by-law amendments and Official Plan amendments; and providing a training module for Township planners to understand how OFDUs work.

Z. Cohoon suggested having direct consultation with select Committee members that have lived experience with Agriculture-Related and OFDUs and hosting events at their farms, and that staff set up a day trip to attend Durham Region farms that could provide good examples of Agriculture-Related and OFDUs.

W. Turman and R. Rappolt advised that the feedback received will be taken into consideration during the development of the draft recommendations and an update and opportunity to provide feedback on draft recommendations will be provided in the Fall.

5. Discussion Items

A) Rural and Agricultural Economic Development Update

A. De Vos provided the following update:

- The Precision Ag Field Day held at the Barrie Farm on May 28, 2024 was a huge success with approximately 100 students, great weather and coverage from Global News Durham.
- There have been recent discussions with the Oshawa Port regarding fertilizer infrastructure. They currently only have a bin for potash and will be refurbishing existing buildings to start bringing in urea and phosphates. If the Committee would like to have an update from the Oshawa Port, arrangements can be made.

Discussion ensued with regards to the announcement of the Somerset Port in New York; moving large volumes of product between New York and Oshawa; energy costs for the new port; who the grain merchandiser will be; Hamilton-Oshawa Port Authority (HOPA) focusing heavily on agriculture for future investment; and the current merchandiser at the Oshawa Port.

A. De Vos responded to a question with regards to how the agriculture-related and on-farm diversified uses in North Durham study survey is being shared with community groups.

B) Agricultural Advisory Committee Clarington Update

T. Barrie advised that there is no Agriculture Advisory Committee Clarington Update at this time.

C) Durham Farm Fresh Update

J. McKay advised that there is no Durham Farm Fresh Update at this time and the next meeting is on Monday, June 17, 2024.

D) Greater Golden Horseshoe Food and Farming Alliance Update

M. Scott advised that there is no Greater Golden Horseshoe Food and Farming Alliance Update at this time.

E) Durham Region Federation of Agriculture Update

M. Shiers was not in attendance to provide the Durham Region Federation of Agriculture Update.

F) 2024 Farm Tour

D. Risebrough advised that the 2024 Farm Tour is taking place on September 26, 2024 at Twin Erin Farms and Two Blokes Cider.

Discussion ensued with regards to using the lunch as a time for networking; displays that will be set up for the farm tour; how many people movers will be required; and lunch being provided by the caterer.

M. Scott advised that the save the dates have already been sent out and the invitations will be sent out shortly.

6. Information Items

A) HOPA Ports Announces Partnership to Establish Lake Ontario Short Sea Shipping Corridor with United States

HOPA Ports Announces Partnership to Establish Lake Ontario Short Sea Shipping Corridor with United States was provided as a link to the agenda and received.

B) Correspondence dated May 6, 2024, to Brian Bridgeman, Commissioner of Planning and Economic Development regarding the Review of the Adopted Durham Region Official Plan, and Draft Decision with Proposed Modifications

Correspondence from the Ministry of Municipal Affairs and Housing dated May 6, 2024 to Brian Bridgeman, Commissioner of Planning and Economic Development regarding the review of the adopted Durham Regional Official Plan and draft

decision with proposed modifications was provided as Attachment #3 to the agenda and received.

C) #2024-COW-18 – The Region of Durham’s Comments on Bill 185, the New Provincial Planning Statement, and the Affordable Residential Units Bulletin

Report #2024-COW-18 of the Commissioner of Finance, Commissioner of Planning and Economic Development and Commissioner of Works regarding The Region of Durham’s Comments on Bill 195, the new Provincial Planning Statement, and the Affordable Residential Units Bulletin was provided as Attachment #4 to the agenda and received.

7. Other Business

A) Follow-up to May Committee Meeting and Staff Presentation Related to Agriculture and Sustainability from Z. Cohoon, Chair

Z. Cohoon referred to the discussion at the May 14, 2024 Committee meeting and recognized that the manner in which he questioned staff on the presentation was inappropriate and offered his apology to Committee members and staff.

8. Date of Next Meeting

The next meeting of the Durham Agricultural Advisory Committee will be held on Tuesday, September 10, 2024 starting at 7:30 PM.

9. Adjournment

Moved by G.L. O’Connor, Seconded by D. Risebrough,
That the meeting be adjourned.

CARRIED

The meeting adjourned at 8:57 PM

Respectfully submitted,

Z. Cohoon, Chair

K. Smith, Committee Clerk

DURHAM NUCLEAR HEALTH COMMITTEE (DNHC) MINUTES

Location

Virtual

Date & Time

June 21, 2024 at 1:00 PM

A regular meeting of the Durham Nuclear Health Committee was held on Friday, June 21, 2024 at 1:00 PM via Microsoft Teams. This meeting was also livestreamed on <https://www.eventstream.ca/events/durham-region>. Comments and questions from members of the public observing the meeting can be emailed to dnhc@durham.ca.

Attendance

Members

Dr. Robert Kyle, Durham Region Health Department (DRHD) (Chair)
Anthony DiPietro, DRHD
David Keene, Ministry of the Environment, Conservation and Parks (MECP)
Raphael McCalla, Ontario Power Generation (OPG)
Loc Nguyen, OPG
Dr. Kirk Atkinson, Ontario Tech University (OTU)
Veena Lalman, Public Member
Adam de Grosbois, Alternate Public Member
Alan Shaddick, Alternate Public Member

Presenters & Staff

Dianne San Juan, DRHD (Secretary)
Helen Tanevski, DRHD
Anjali Pandya, DRHD
Dragan Popovic, OPG
Ebraheem Waraich, OPG
Lindsay Hamilton, OPG
Roger Inacio, Region of Durham, IT- Service Delivery

Regrets

Caitlyn Paget, DRHD
Deborah Kryhul, Public Member
Jane Snyder, Public Member
Susan Ebata, Public Member
Dr. Lubna Nazneen, Public Member
Hardev Bains, Public Member
Dr. Seewoosunkur Gopaul, Public Member
Bill Rattan, Alternate Public Member
Madison Kidd, Youth Public Member
Madisen Wood, Youth Public Member

Dr. Robert Kyle opened the virtual meeting and welcomed everyone.

Land Acknowledgement by Dr. Kyle.

Dr. Kyle mentioned that observers who have questions concerning presentations should email or discuss their requests with Dianne San Juan, DNHC Secretary, at dnhc@durham.ca.

Dianne will follow-up with each of the presenters after the meeting with the observers' questions. Dianne will report back to Dr. Kyle the outcomes of the questions received.

1. Approval of Agenda

The Agenda was adopted.

2. Approval of Minutes

The Minutes of the April 19, 2024 meeting were adopted as written.

3. Correspondence

3.1 Commission Decision Issued on Darlington New Nuclear Project Environmental Assessment

Received from the Canadian Nuclear Safety Commission (CNSC) on April 22, 2024, to announce the Commission's decision that the existing environmental assessment for the Darlington New Nuclear Project (DNNP) is applicable to the General Electric Hitachi BWRX 300 reactor, the reactor technology selected by Ontario Power Generation (OPG).

This information was emailed to DNHC members on April 22, 2024.

For more information, visit [Independent Commission determines environmental assessment for Ontario Power Generation's Darlington New Nuclear Project is applicable to the selected reactor technology - Canada.ca](https://www.canada.ca/en/nuclear-safety-commission/2024/04/independent-commission-determines-environmental-assessment-for-ontario-power-generation-s-darlington-new-nuclear-project-is-applicable-to-the-selected-reactor-technology.html)

3.2 Radioactive Wastes: The Questions Multiply with Dr. Gordon Edwards

Received a 2024-04-27 letter from a Durham Region resident named A.J., asking DNHC members to watch this archived webcast video of a 2023-04-21 presentation in Dryden, Ontario by Canadian nuclear expert Gordon Edwards, Ph.D.:

<https://www.youtube.com/watch?v=-YzHT4c4WCc>

Please note: The Durham Region Health Department does not endorse this link.

4. Presentations

All meeting presentations will be made available on the [Council and Committee Meetings Calendar](#). PDF files for each presentation can be accessed using the agenda HTML link and a video recording of the meeting can be viewed using the webstreaming link that will be provided approximately two weeks after this meeting date.

4.1 Progress Report by OPG's Darlington New Nuclear Project (DNNP) Team Concerning its Future Development of a Small Modular Reactor (SMR) at the Darlington Site

Presented by Dragan Popovic, SVP SMR Execution, OPG

Highlights of the presentation included

- Earth moving activities – excavation, site preparation, grading of soil within the Darlington SMR site discussed; access to Darlington waterfront trail remains through a rerouted path
- Sequence of licences and approvals by the CNSC for new nuclear generating facilities in Canada discussed; all activities to date are under the License to Prepare Site; next step is the License to Construct process
- The CNSC has announced the Licence to Construct will be reviewed during a two-part hearing, beginning in fall 2024. Part two will be scheduled for January 2025 and will take the form of a public hearing in the community where oral and written interventions by stakeholders, Indigenous Nations and the public will be heard.
- Project timeline and scope of the Licence to Construct Work discussed; includes construction of one power block, including structures, systems and components; cannot load fuel into the reactor without Licence to Operate
- Environmental protection while executing this project - the Environmental Management Protection Plan implements control measures to eliminate, manage, reduce or mitigate risks associated with DNNP
- Conventional and Radiological Safety - OPG will maintain overall responsibility and oversight for safety under the proposed license; there will be no radiological work or nuclear substances associated with this phase of the project and construction activities are not expected to result in radiation doses to workers or the public
- Once CNSC announces the date and instructions for the 2025 public hearing on the Licence to Construct application, there will be an opportunity for comments during the hearing process through written and oral interventions
- For more information, visit opg.com/newnuclear

Questions

- Dr. Kyle: Do you expect one or both of the public hearings to be in Durham Region?
- Answer: The public hearing in January 2025 is expected to be in Durham Region. The first hearing may be in Ottawa, OPG is awaiting confirmation.

4.2 Progress Report by OPG Concerning its Refurbishment of the Darlington Nuclear Generating Station (NGS)

Presented by Ebraheem Waraich, Project Director, Refurbishment Execution, OPG

Highlights of the presentation included

- Overview of Darlington refurbishment discussed; refurbishment is an important project for energy generation as well as isotope production
- Refurbishment outage schedule discussed
- Unit 2 refurbishment complete and operating at full power – able to generate Molybdenum-99 (MO-99) and Yttrium-90 (Y-90); working through approvals from CNSC and Health Canada
- Unit 3 refurbishment complete and operating at full power – significant savings in time as lessons learned from Unit 2 refurb were incorporated; able to generate Cobalt-60 (Co-60)
- Unit 1 and 4 refurbishments ongoing
- Unit 1 refurb overlapped with Unit 3 and return to service in Q4 2024
- Unit 4 refurb overlapped with Unit 1 and return to service late 2025/early 2026

Questions

- Dr. Kyle: What are control hold points and if the ideal return to service is Q4 2024, how many hold points are there between now and then?
- Answer: Unit 1: Reactor control hold points (RCHPs) 1, 2 and 4 are completed; 3, 5, 6, 8, 9 are upcoming; some are regulatory and CNSC is involved and updated on progress to ensure RCHPs are in alignment.
- Dr. Kyle: Regarding isotope production approvals from CNSC and Health Canada, when are approvals expected and when is full production expected?
- Answer: Generating and recovery approvals for isotopes are pending.

5. Communications

5.1 Community Updates at Pickering Nuclear and Darlington Nuclear

Lindsay Hamilton, Senior Manager, Corporate Relations and Projects, Corporate Affairs, OPG provided community updates for Pickering and Darlington NGS:

- April – Earth Week Activities
 - Environmental Stewardship Pickering hosted a clean up and planted native trees and shrubs at Alex Robertson Park
 - Courtice Secondary School annual cleanup of trail
 - In partnership with CLOCA, community tree planting in Bowmanville West Side Conservation Area

- Biodiversity Programs at Darlington Site
 - Courtice Secondary School students in the construction and manufacturing program visited Darlington for the annual nest box maintenance; example of other student projects include building turtle rafts and butterfly hotels; a tour followed
 - Electrify Education – Pickering and Darlington NGS staff visited 8 schools, 1 more planned before end of school year
 - Bring Back the Salmon program – OPG-sponsored educational hatchery program; final tiers of program in May and June; released salmon fry in local tributaries in both Pickering and Darlington

- September 14, 2024, 10 AM - 4 PM – Community Power Expo, Open House at Darlington Energy Complex

6. Other Business

Dr. Kyle discussed the following Committee updates:

1) Dates for the rest of the 2024 DNHC meetings are as follows:

- September 13, 2024
- November 29, 2024

2) Reminders:

- All meeting presentations will be made available on the Regional Council and Committee Meetings Calendar. This can be navigated to via the “DNHC meetings, agendas, presentations and minutes” tab on our webpage durham.ca/dnhc. A video recording of meetings can also be viewed using the webstreaming link in the Regional calendar. The video and presentation files for this meeting will be made available approximately two weeks after this meeting.

7. Next Meeting

Date & Time

September 13, 2024 at 1:00 PM

Virtual via Teams

8. Adjournment

2:47 PM