



# The Regional Municipality of Durham COUNCIL INFORMATION PACKAGE

Friday, September 6, 2024

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There are no Advisory/Other Committee Minutes

Members of Council – Please advise the Regional Clerk at [clerks@durham.ca](mailto: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

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From: Commissioner of Finance  
Report: #2024-INFO-53  
Date: September 6, 2024

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**Subject:**

Economic Update - Geopolitical Uncertainties Offset Rising Hope as Interest Rates and Inflation Fall

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**Recommendation:**

Receive for information.

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**Report:**

**1. Purpose**

1.1 This report updates Regional Council on the economic environment, as monitored by the Finance Department, including key economic indicators and their impacts on the local economy and Durham Region programs.

**2. Bank of Canada Interest Rate Decrease**

2.1 On September 4, 2024, the Bank of Canada (BOC) lowered its overnight interest rate by 25 basis points to 4.25 per cent, continuing a path of easing monetary policy and balance sheet normalization. This builds off the previous two interest rate announcement meetings on June 5, 2024 and July 24, 2024, when the BOC began this easing cycle with 25 basis point rate cuts at each meeting.

2.2 The BOCs decision was supported by evidence of inflation continuing to ease gradually, coupled with weak household spending and signs of slack in the labour market as evidenced by the unemployment rate increasing to 6.4 per cent recently. The softness in the labour market combined with the BOC anticipating a slowdown in population growth over the medium term contributes to their expectations of a slowdown in potential output growth in Canada, further supporting the latest rate cut.

2.3 In the United States, the anticipated economic slowdown is materializing with consumption growth moderating as well as government spending easing. The US Federal Reserve (The Fed) has signalled that it is ready to cut interest rates, likely

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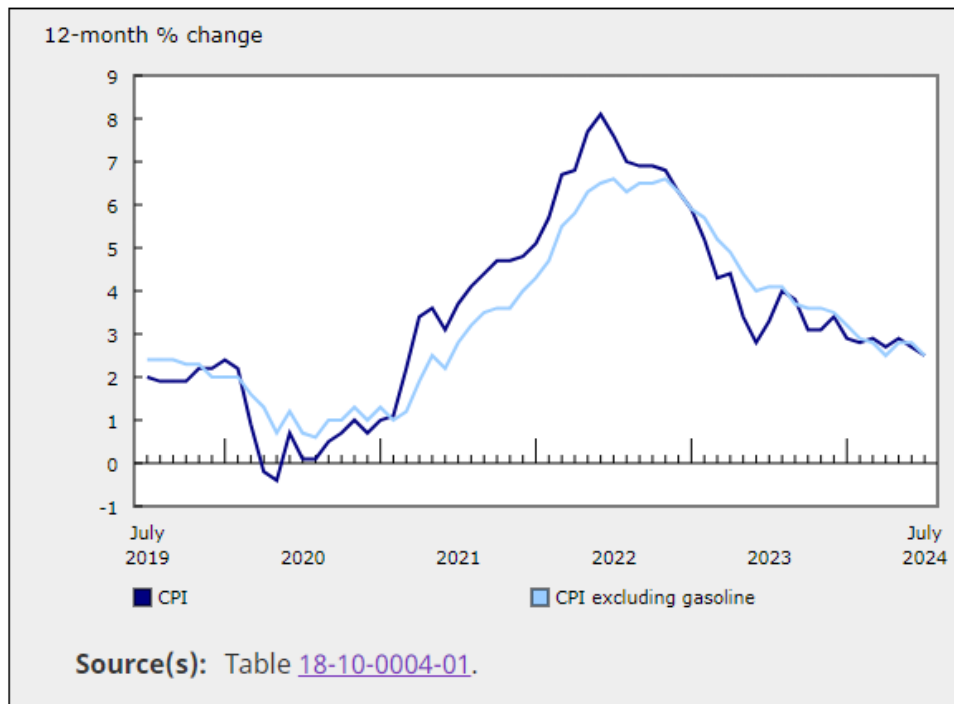
at its next meeting in mid September, but questions remain on the speed and magnitude.

- 2.4 As noted in section seven, there are several risks to the outlook for economic growth and inflation which the BOC will be monitoring to inform future rate decisions, namely:
- a) How the housing market responds to the previous rate cuts as well as expectations about rates continuing to decrease.
  - b) Persistently strong wage growth and weak productivity could lead to persisting pressures in the prices of services. Currently, disinflation in goods prices is offsetting upward pressure in service prices.
  - c) Global health challenges, namely the global spread of Mpox as well as lingering COVID-19 impacts.
  - d) New government restrictions on non-permanent residents are intended to curb population flows in the coming months, which could act as a headwind for reduced spending and output.
  - e) Geopolitical tensions impact on global trade and general economic stability.
  - f) The US Federal election and the potential impact on Canadian trade and foreign direct investment.

### **3. Inflation**

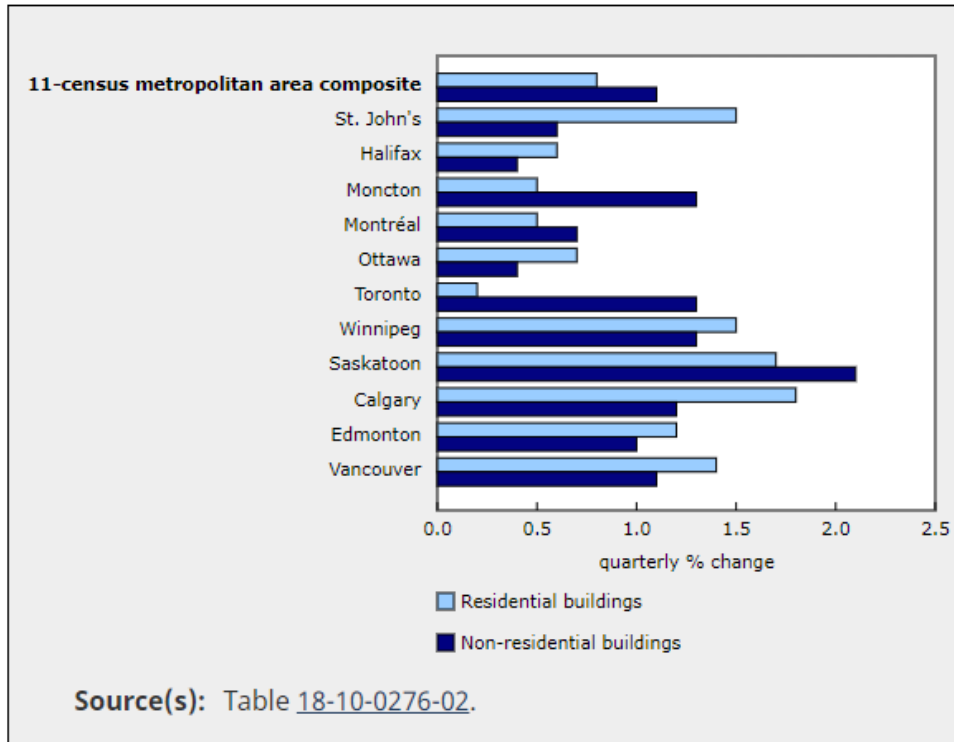
- 3.1 Statistics Canada released its July update on Consumer Price Indices on August 20. Canada's Consumer Price Index (CPI) rose 0.4 per cent (+0.3 seasonally adjusted) from the previous month and 2.5 per cent compared to July 2023. One notable soft spot was recreation, with the cost of travel services rising about half the seasonal norm.
- 3.2 Some thematic softness in discretionary items may be emerging, consistent with consumers' ongoing struggles. Shelter saw its smallest increase in 17 months, as rent growth remained subdued and a small acceleration in mortgage interest cost was offset by lower home prices.

**Chart 1: Consumer Price Index  
12-month per cent Change  
July 2019 – July 2024**



- 3.3 The July CPI report gave the BOC confidence to continue its easing path at its September 4, 2024 meeting, given that inflation continues to drift towards target. Rate cuts are expected to continue as inflation continues to move toward two per cent and the economy sports a sizeable output gap.
- 3.4 Statistics Canada released its second quarter Building Construction Price Indices (BCPI) on July 30, 2024. Residential building construction costs increased 0.8 per cent in the second quarter, following a 1.0 per cent increase in the previous quarter. Non-residential building construction costs rose 1.1 per cent in the second quarter, following a 1.0 per cent increase in the previous quarter, as detailed in section four.
- 3.5 The growth in residential building construction costs continued to abate in the second quarter. Toronto (+0.2 per cent) experienced the smallest increase in residential construction costs throughout the quarter.
- 3.6 Year over year, construction costs for residential buildings in the 11-census metropolitan area (CMA) composite rose 4.2 per cent in the second quarter, while non-residential building construction costs saw an increase of 4.3 per cent.

**Chart 2: Building Construction Price Indices  
By CMA: Residential and Non-Residential  
2024 Q2**



3.7 Skilled labour shortages and the resulting increases in labour rates, interest rate pressure and building code updates were all reported as key factors impacting the construction sector in the second quarter.

#### 4. Commodity and Fuel Prices: Volatility and Cost Risk

4.1 Fluctuating commodity and fuel prices have direct implications for Regional program areas, since they are largely driven by North American and global markets, beyond the direct control of the Region. The following provides trends and context for fuel and other commodity pricing deemed most relevant to Regional operational and capital planning.

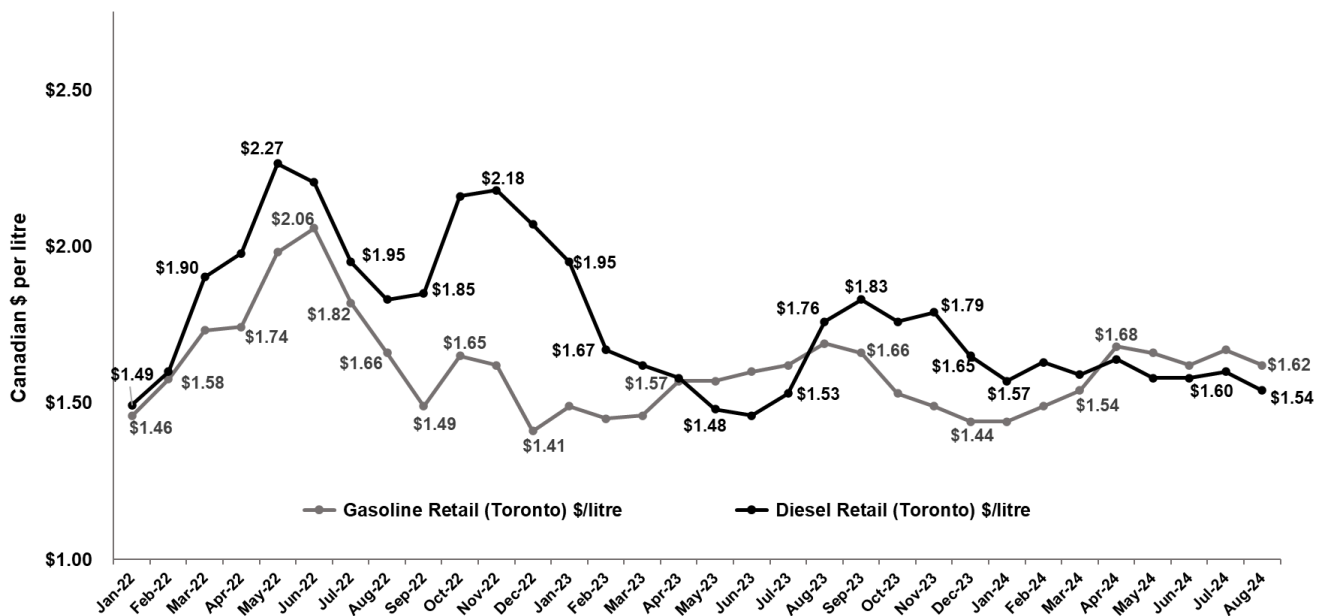
4.2 In terms of Regional fuel usage, gasoline is utilized by transit, paramedic, and police fleets, as well as a portion of the Region's Works' depots. Diesel is the Region's primary fuel for transit, Works' depots and is a stationary fuel utilized at the Duffin Creek Water Pollution Control Plant. Natural gas remains the primary fuel for the Region's space and water heating needs and is also used in solid waste and wastewater processing facilities.

4.3 After Toronto Benchmark average monthly pricing for regular gasoline and diesel peaked during the Covid pandemic at \$2.06 per litre and \$2.27 per litre,

respectively (in May/June 2022), average monthly prices were recently recorded back close to the range of pricing seen prior to these peaks during the first quarter of 2022 (when regular gasoline averaged \$1.59, and diesel averaged \$1.67 per litre). August 2024 pricing was recorded at \$1.62 per litre for regular gasoline and \$1.54 per litre for diesel.

- 4.4 Despite this relief for consumers, regular gasoline and diesel prices remain higher than comparable August 2021 pricing by 18 per cent to 20 per cent respectively. While retail fuel prices are anticipated to continue to weaken with slowing economic growth, geopolitical tensions and risks are heightened and could have significant inflationary impacts. Any worsening of regional conflicts abroad, labour disruptions, or climate events such as wildfires in Canada or abroad, could affect global oil, retail fuel, commodity and food prices, supply chains, and inflation.

**Chart 3: Diesel and Regular Gasoline Toronto Benchmark Monthly Averages (CDN \$/litre from January 2022 – August 2024)**

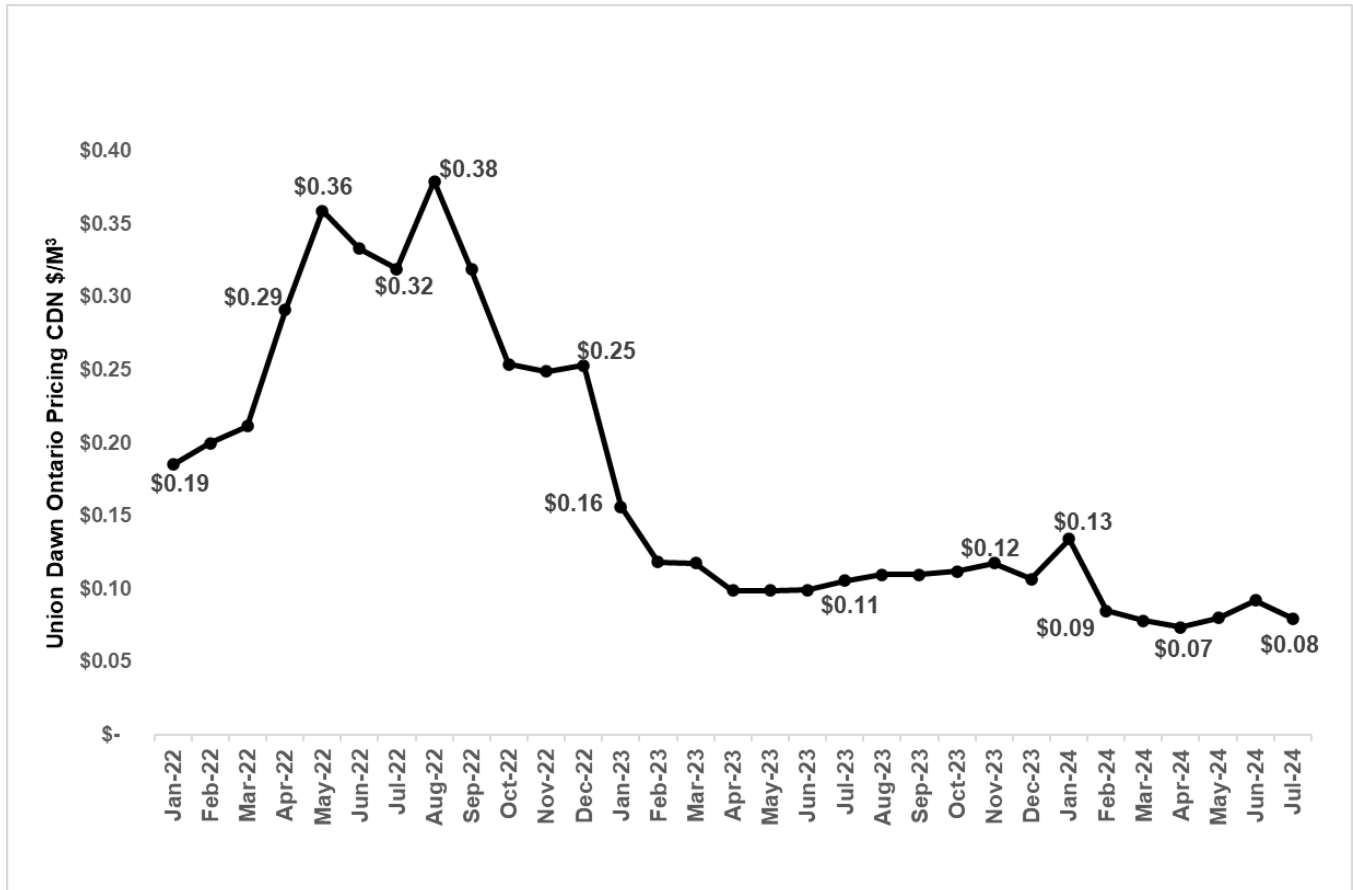


Source: Natural Resources Canada

- 4.5 Chart 2 below demonstrates, based on historical data compiled by Sproule Holdings Limited, that Union Dawn hub (Ontario) natural gas prices have decreased 75 per cent in the 24 months, since July 2022, and 24.4 per cent in the 12 months since July 2023, to a level of eight cents per cubic meter for July 2024 (natural gas supply costs only - excludes pipeline transportation tolls and other distribution charges). The drop in pricing for this commodity reflects U.S. production surpassing demand growth, high storage inventory and warmer weather in the last couple of winters, which reduced demand. The 2022 spike was

related to several factors, including market impacts from Russia’s war on Ukraine, soaring European prices and higher Liquid Natural Gas (LNG) exports which drew down North American inventories.

**Chart 4: Monthly Average Natural Gas Prices  
(Union Dawn Ontario Price CDN \$/cubic meter (M<sup>3</sup>))**



Source: Sproule Holdings Limited, July 31, 2024

- 4.6 The Statistics Canada Industrial Product Price Index (IPPI) measures price changes for products manufactured in Canada. It reflects 22 industrial product price categories. Chart 5 below demonstrates year-over-year changes in industrial product pricing in manufacturing, industrial processes, and construction between July 2023 and July 2024.
- 4.7 Industrial product prices affect Regional material processing and construction costs but can also impact Regional revenues. For example, in 2023 the Region collected just under \$1.0 million in ferrous (consisting of iron content) and non-ferrous sales revenues for metals recovered and recycled from solid waste processing. These annual ferrous and non-ferrous revenues ebb and flow, depending upon market prices, disposal volumes collected and metals recovery rates, and have fluctuated from under \$300,000 to just over \$1.0 million, dependent upon market conditions.



**Chart 5: Statistics Canada Industrial Product Price Index Price Levels by IPPI Product Category (July 2023 to July 2024)**

Product Category	IPPI Price Index		Yr over Yr %
	July 2023	July 2024	
Primary Ferrous Metal Products	148.1	140.3	-5.3%
Primary Non-ferrous Metal Products	137.8	159.4	15.7%
Lumber & Wood Products	128.4	120.9	-5.8%
Energy and Petroleum Products	134.4	136.4	1.5%
Fabricated Metal Products & Construction Materials	140.8	139.4	-1.0%
Cement/glass/non-metallic minerals	125.8	136.6	8.6%
Electric/electronic/audiovisual/telecommunication Products	127.9	134.9	5.5%
Machinery & Equipment	116.8	121.1	3.7%
Chemicals and Chemical Products	117.1	123.2	5.2%
Packaging Materials and Containers	128.7	131.5	2.2%
<b>Total Industrial Product Price Index</b>	<b>124.3</b>	<b>127.9</b>	<b>2.9%</b>

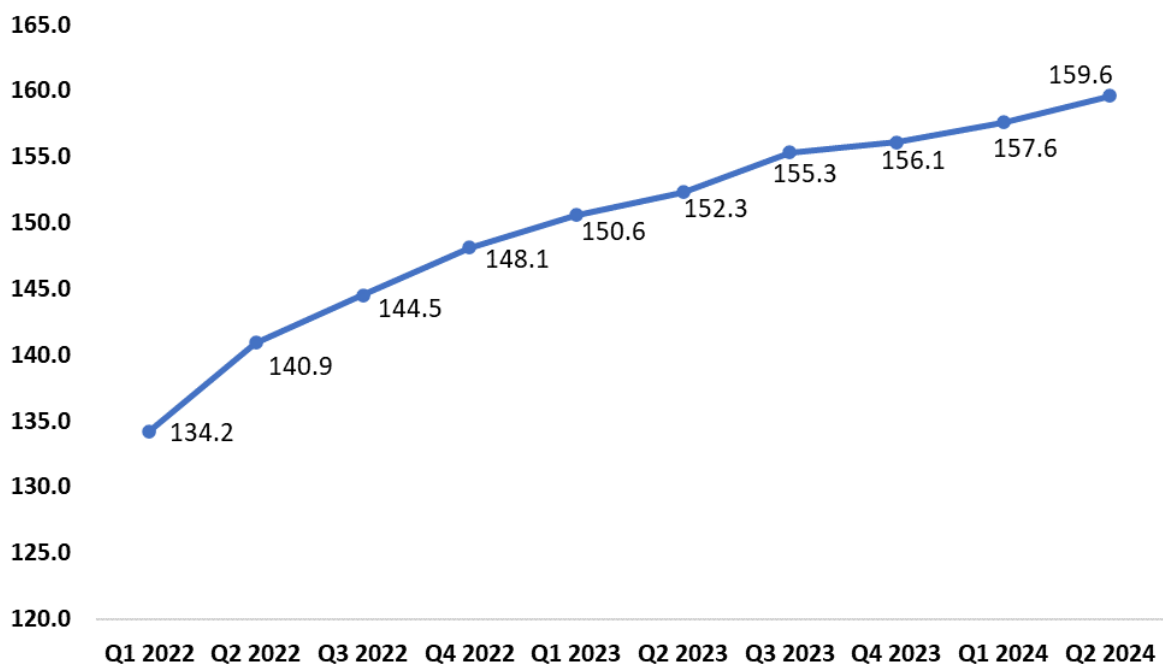
**Note: January 2020 = 100**

**Data Source: Statistics Canada, Table 18-10-0268-01, August 21, 2024**

- 4.8 The total IPPI index reached a high of 132.7 in May of 2022, amid the Ukraine war, and supply shortages and disruptions (IPPI base year January 2020 = 100). While each commodity reflects its own market supply and demand characteristics, by July 2024 the overall IPPI had fallen by almost four per cent from the 2022 peak. Within the basket of products however, there remain significant price increases and decreases over the same period. For example, since May of 2022, chemical and lumber/wood products have seen monthly average price declines of 9.3 per cent and 35.3 per cent respectively. Meanwhile, cement/glass/non-metallic minerals and electrical/audiovisual/telecommunications product prices continued to rise beyond the 2022 peak, rising 23.8 per cent and 12.0 per cent respectively between May 2022 and July 2024.
- 4.9 The Statistics Canada non-residential building construction price index is a pricing benchmark for overall construction cost changes, estimating overall construction contractor cost changes compared to the 2017 base year (index base 100). The index includes materials, labour, equipment, overhead, and profit necessary to construct a new building (it excludes sales taxes, land acquisition, assembly, and development, building design, and real estate fees). The index is based on a basket of six non-residential structures: office building, warehouse, shopping centre, factory, school, and bus depot (with maintenance and repair facilities).
- 4.10 Chart 4 below, provides the Toronto CMA composite non-residential building construction price index since the first quarter (Q) of 2022. Toronto is one of the 11 large CMAs across Canada for which the calculations and national composite index are tallied. The Toronto non-residential construction building cost index, at the end of the second quarter 2024, had increased 18.9 per cent since the first quarter of 2022, although the average increase since the first quarter of 2023 was

only an average of 1.3 per cent quarterly, as inflation subsided, and supply chain issues continued to be addressed. Statistics Canada noted key factors still impacting the construction sector in the second quarter of 2024, include skilled labour shortages and resulting labour rate increases, interest rate pressures and building code updates which add to cost.

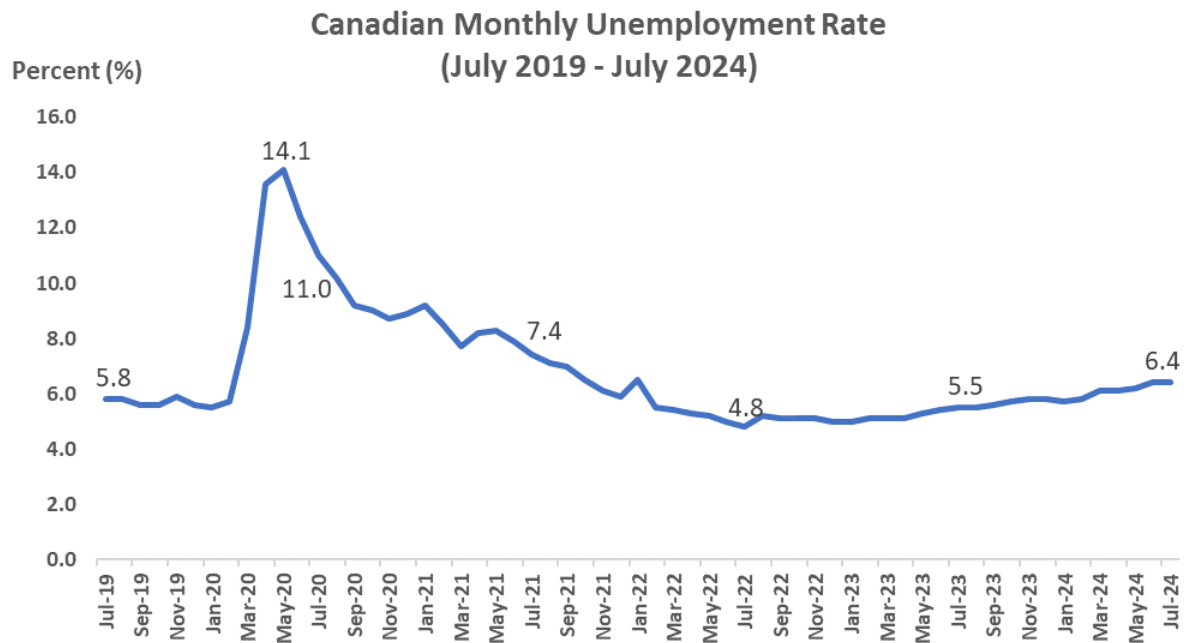
**Chart 6: Statistics Canada, Non-residential Building Construction Price Index  
Toronto, Ontario CMA  
(Quarterly Increases Q1 2022 to Q2 2024)**



Data Source: Statistics Canada, 18-10-0276-01, July 30, 2024

## 5. The Labour Market

- 5.1 The unemployment rate in Canada increased to 6.4 per cent in June 2024 and remained at that level for July 2024, sitting 0.9 percent higher than July 2023 (when it was 5.5 per cent). Since the Covid pandemic peak in the unemployment rate of 14.1 per cent in May 2020, Canada's unemployment rate has come within the range of historical pre-covid levels as shown in the chart below.



Source: Statistics Canada. Table 14-10-0287-01, Labour force characteristics, monthly, seasonally adjusted and trend-cycle, released August 9, 2024.

- 5.2 In July 2024, there was decreased employment in the trade, finance, insurance, real estate, rental, and leasing sectors, but with offsetting increases in employment for public administration, transportation, warehousing, and utilities.
- 5.3 Immigrants that arrived in Canada within the last five years have seen a significant jump in their unemployment rate for July 2024 compared to 12 months prior, demonstrating newer immigrants are struggling more to find work. According to Statistics Canada, recent immigrants (arriving five years ago or less) had an unemployment rate of 12.6 per cent in July 2024 compared to 9.5 per cent for July 2023. This increase was most notable for recently arriving immigrant youth, with their unemployment rate reaching 22.8 per cent in July 2024, up 8.6 percentage points from July of 2023. Meanwhile, immigrants that arrived beyond five years ago, along with people born in Canada, moved from an equal unemployment rate of 5.1 per cent in July 2023, to unemployment rates of 6.3 per cent and 5.6 per cent, respectively in July 2024.
- 5.4 In terms of Canadian labour force participation, Statistics Canada noted: “Although the aging of the baby boomers has put downward pressure on labour force participation rates over the years, the most recent year-over-year decline in July 2024 reflected declines among young men (- 2.5 percentage points to 62.4 per cent), young women (-1.3 percentage points to 63.5 per cent) and core-aged women (-1.0 percentage point to 84.6 per cent).”
- 5.5 Ontario gained employment in July 2024 with an increase of 22,000 jobs

provincially and a resulting unemployment rate decrease of 0.3 per cent (7.0 per cent in June 2023 falling to 6.7 per cent for July 2024). Locally, Statistics Canada recorded an unemployment rate of 6.6 per cent for the Oshawa Census Metropolitan Area (CMA) in July 2024, 0.1 per cent below the provincial level.

- 5.6 Average hourly wages among employees increased 5.2 per cent year-over-year in July 2024, or by \$1.73 per hour, reaching an average Canadian hourly wage of \$34.97 per hour.

## **6. Housing Trends**

- 6.1 On August 6, 2024, the Toronto Regional Real Estate Board (TRREB) reported that Greater Toronto Area (GTA) home sales in July 2024 had increased compared to July 2023. TRREB reported 5,391 home sales in July 2024, which represents a 2.7 per cent increase compared to 5,250 sales reported in July 2023. While sales were up from last year, homebuyers continued to benefit from more choice in the GTA marketplace, with annual growth in new listings exceeding sales. New listings amounted to 16,296, which represents an increase of 18.5 per cent year-over-year.
- 6.2 Current market supply conditions brought some relief in selling prices on average. Average resale home prices decreased by approximately five per cent on a year-over-year basis in July 2024. The average selling price of \$1,106,617 was down by 1.1 per cent over the July 2023 price of \$1,118,374. On a seasonally adjusted monthly basis, average selling prices increased slightly compared to June 2024.
- 6.3 Moving forward, home sales may begin to trend upward, as the cost of borrowing is anticipated to decline further in the coming months, with three Bank of Canada rate cuts already announced this year.

**Table 1 - Toronto Regional Real Estate Board:  
Summary of Select Existing Home Transactions  
(All Home Types – Average Price in Canadian \$)**

	Year-over-Year		Monthly Changes			
	23-Jul	24-Jul	Apr-24	May-24	24-Jun	24-Jul
<b>Durham</b>	961,852	915,636	943,840	954,942	961,852	915,636
<b>York</b>	1,356,977	1,305,476	1,326,533	1,340,032	1,356,977	1,305,476
<b>Peel</b>	1,079,553	1,065,043	1,106,045	1,071,480	1,079,553	1,065,043
<b>Halton</b>	1,255,713	1,246,352	1,297,545	1,271,115	1,255,713	1,246,352
<b>Toronto</b>	1,066,184	1,087,436	1,152,200	1,193,202	1,066,184	1,087,436

- 6.4 Table 1 provides GTA municipalities' year-over-year price changes for resale homes. Prices in July 2024 decreased in 4 of 5 GTA Regions, with only the City of Toronto experiencing a year-over year average price gain (2 per cent). Durham (-4.8 per cent) and York (-3.8 percent) saw the largest year-over year average price decreases. After Durham Region's housing resale pricing peaked at \$1,175,010 in June of 2022, Durham's July 2024 average price is now 22.1 per cent lower, despite increasing average resale prices between April and July 2024.
- 6.5 According to Canada Mortgage and Housing Corporation (CMHC), Durham housing starts increased by 23.2 per cent year over year for the period January to July, 2024 (3,141 compared to 2,549). The City of Pickering led housing starts over this period with over 1,500 starts (of which the majority were apartment dwellings). The City of Pickering had 1,533 new housing units by the end of June 2024, which is 350 more than its Provincial housing target. Pickering is one of just two municipalities in the province (the Town of Oakville is the other) to hit provincial housing targets before the year was half over.
- 6.6 Senior governments are currently rolling out initiatives to spur new housing development. On August 25, 2024 the Federal Government launched the Canada Public Land Bank, which is an inventory of federally-owned properties across the country that the government has identified as being able to support new housing development. Currently, 56 federal properties have been identified. This is the first step of the Public Lands for Homes Plan that the federal government committed to in Budget 2024.
- 6.7 However, rather than selling the properties to builders, which has traditionally been the model, the Government of Canada will instead be making the properties available via long-term leases, allowing the government to retain some control over the land and its uses, such as ensuring a certain level of affordability.
- 6.8 The Federal government is also hoping to improve the efficiency of the Canada Lands Company, the self-financing Crown corporation that develops excess federal land. As per Budget 2024, the government will evolve and adapt the

mandate of Canada Lands Company to allow the organization to deliver housing solutions more quickly under the new Public Lands for Homes Plan. This will include "accelerating its real property disposal process to match the speed of builders and the urgency of getting affordable homes built for Canada."

- 6.9 In addition, as announced at the 2024 AMO conference, the Ontario government is releasing a new set of land-use planning rules for municipalities, which is intended to provide more tools and flexibility to achieve housing targets and respond to local challenges and be reflective of local priorities. The new Provincial Policy Statement, which will take effect on October 20, 2024, seeks to simplify and unify previous land use planning policies into a single, housing-focused framework designed to accelerate the development of homes in Ontario. This new policy statement emphasizes making land available for development, aligning infrastructure with housing needs, and safeguarding the environment and agricultural lands.

## **7. Risks, Uncertainties and Potential Volatility**

- 7.1 The Region in recent years has faced significant operational and capital cost inflation, post-covid labour and supply shortages, and higher debt interest charges, which have significantly impacted Regional programs, services, contracts, and construction projects. While these pressures have subsided considerably since the inflationary peaks and supply issues of 2022, there remains both lagging impacts and considerable risk in the near term as Canada (and the world) transition to a slower economy, and as fears increase related to the potential for economic shocks, risks related to climate change impacts, a greater than anticipated downturn and/or further heightening of geo-political tensions.
- 7.2 In the Ontario Government's report on its first quarter 2024 finances, the province highlighted several uncertainties the province continues to monitor, including:
- Declining private-sector expectations for Canada's real GDP.
  - Still elevated interest rates despite recent modest declines.
  - Heightened economic and geopolitical uncertainty that could significantly impact the province's outlook.
- 7.3 The Ontario First Quarter 2024 Finances report notes, "...despite the resiliency of Ontario's economy so far in 2024, the province is not immune to any potential economic slowdown, which is why the government will continue with a responsible approach to public finances through these uncertain times."
- 7.4 The Bank of Canada's most recent Monetary Policy Report, released July 24, 2024, also noted several risks to their economic outlook, including:
- Increased political uncertainty in many of the world's largest economies, based on recent and future elections that could result in shifts in economic policy that could affect outlooks for economic growth and inflation in Canada and around

the world.

- Price inflation could be more persistent in certain sectors, including shelter price inflation, which continues to remain well above historical averages.
- Global geo-political developments could renew inflationary pressures, including new international trade tensions (e.g., tariff threats) and disruptions stemming from geopolitical tensions and conflicts which can impede supply of goods and increase commodity prices (e.g. attacks on key shipping routes).
- Slower demand growth in Canada could further increase unemployment and reduce business investment and hires.

## **8. Relationship to Strategic Plan**

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

- **Economic Prosperity:** To build a strong and resilient economy that maximizes opportunities for business and employment growth, innovation, and partnership.

## **9. Conclusions**

9.1 There are increasing signs of an economic slowdown, The unemployment rate in Canada sits almost one per cent higher in July 2024 (6.4 per cent) compared to a year prior, and Canada's Consumer Price Index (CPI) is anticipated to continue to fall closer to the Bank of Canada's 2.0 per cent target later this year and possibly into 2025.

9.2 With evidence that a slowdown is emerging, the Bank of Canada on September 4, 2024, again, lowered its overnight interest rate by 25 basis points to 4.25 per cent. The market anticipates the Bank of Canada will continue its path of easing monetary policy and balance sheet normalization to the end of this year and possibly into 2025. There was some worry that declining interest rates might cause resurgence in the housing market, but this worry has subsided considerably, especially as the Fall/Winter seasons are ahead. With annual growth in new listings exceeding housing sales, average resale home prices decreased by approximately five per cent on a year-over-year basis in July 2024, although arguably remain relatively unaffordable compared to historical norms.

9.3 While the risk of domestic inflation is subsiding, uncertainties and other near-term risks are causing enhanced worry across the spectrum of stakeholders. Canada's GDP growth and productivity remain subpar, leaving some threat of recession and unemployment spikes. Meanwhile geo-political risk is high, with two wars continuing to rage, threats of escalation involving major powers and Canada, and other global political uncertainties that could affect economic growth and inflation in Canada and beyond. These events, should they worsen could cause price shocks, higher general inflation, and renewed supply disruptions, which would only add to existing worries of persistent household inflationary impacts and lost affordability.

- 9.4 The Finance Department will continue to monitor the economic environment and key indicators and report on implications as required.

Respectfully submitted,

Original Signed By

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Nancy Taylor, BBA, CPA, CA  
Commissioner of Finance and Treasurer



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



# The Regional Municipality of Durham Information Report

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From: Commissioner of Planning and Economic Development  
Report: #2024-INFO-54  
Date: September 6, 2024

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**Subject:**

North Durham Economic Development Web Asset Improvements

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**Recommendation:**

Receive for information

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**Report:**

**1. Purpose**

1.1 The purpose of this report is to provide an overview of the additions and improvements made to online economic development resources as they relate to the Townships of Brock, Scugog and Uxbridge (north Durham).

**2. Background**

2.1 The Agriculture and Rural Economic Development section of the Durham Region Economic Development and Tourism Division (Invest Durham) undertakes and delivers economic development projects, initiatives, and services in the Townships of Brock, Scugog and Uxbridge.

2.2 The [Growing North Durham Rural Economic Development Action Plan](#) identified the need for updated and improved online information and resources to support north Durham economic development, business support, and investment attraction.

### 3. Previous Reports and Decisions

#### 3.1 [Growing North Durham: Rural Economic Development Action Plan \(Report 2023-EDT-2\)](#).

- a. The Investment Readiness goal area of the plan references the need for online business information toolkits and updated community profiles.
- b. To compete with other jurisdictions looking to attract new investment and encourage existing investors to lay deeper roots in the community, it is vital that preliminary information of interest to these groups be accessible online.

#### 3.2 [North Durham Online Business Toolkits \(Report 2023-INFO-27\)](#).

- a. The first iterations of Township-specific business toolkits were launched in mid-2023. These webpages were developed to streamline and simplify the local business support landscape across north Durham.
- b. Since their launch, information has routinely been added and updated ensuring that these remain relevant and useful tools for current and prospective business owners.
- c. Business Toolkits can be accessed at the following locations:
  - [TownshipofBrock.ca/BusinessToolkit](#)
  - [Scugog.ca/BusinessToolkit](#)
  - [Uxbridge.ca/BusinessToolkit](#)

### 4. Economic Development Web Asset Additions, Updates and Linkages

4.1 Invest Durham has recently invested in a suite of interactive data tools from Canadian location marketing company, Local Intel, that highlight the many economic advantages that exist in Durham Region and its area municipalities. These interactive tools are meant to be informative, user-friendly and provide valuable insights to businesses and investors.

4.2 While all five tools draw from regional level data, the community profile tool and largest industries tool also display data at the municipal level for all eight area municipalities. Tools of interest to north Durham can be found on the following webpages:

- a. [Township of Brock Community Profile](#)
- b. [Township of Scugog Community Profile](#)
- c. [Township of Uxbridge Community Profile](#)

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d. [The Durham Advantage](#)

4.3 Further details about each tool are provided below.

a. Community Profile

- Individual community profile tools have been created for the Region of Durham as well as all eight of its area municipalities.
- The community profile tool includes economic indicators and information pertaining to residents, households, dwellings, workforce, and livability.

b. Largest Industries

- This tool highlights the largest industries by total employment for the given geography (Region or Township).
- This tool uses 4-digit North American Industrial Classification System (NAICS) codes to rank top industries. Tool functionality allows for local industries (e.g., restaurants, grocery stores, etc.) and traded industries (e.g., manufacturing, agriculture, etc.) to be separated for individual analysis.

c. Talent Pipeline Advantages

- This interactive tool allows users to explore Ontario's talent pipeline by examining the number of students enrolled in post-secondary education across a variety of program areas. The tool illustrates the proximity of this talent to Durham Region based on their enrollment in post-secondary institutions.

d. Logistics and Accessibility Advantages

- Using interactive maps, this tool illustrates the various ways that Durham Region is connected to the world through its access to airports, seaports, rail and freight networks, major road networks, and broadband infrastructure.

e. Next Generation Workforce

- The Next Generation Workforce tool empowers users to explore potential worker pools by postal code area, based on residents' education, occupation, or industry type. This helps employers identify whether there

are enough qualified workers within proximity of their current or potential business location.

- 4.4 Although the data tools outlined above are hosted on the Invest Durham website, considerable attention and effort has been dedicated to ensuring they are easily accessible from municipal websites across north Durham.
- 4.5 There is a shared responsibility to provide economic development and business support services across north Durham. It is essential to establish strong linkages between online content targeted at businesses hosted by different organizations and levels of government. This premise led to the development of online Business Toolkits, which serve as a central repository for information and resources. These toolkits have also been leveraged to ensure that current or prospective businesses are aware of and can access the data tools outlined above.
- 4.6 Additionally, updates were made to Community Profile webpages on northern area municipal websites to ensure that users are being directed to the information hosted by Invest Durham. Moving forward, this will allow Invest Durham to assume responsibility of keeping Community Profile information relevant and up to date.
- 4.7 Invest Durham will continue to promote the online resources outlined throughout this report through a variety of mediums including social media, newsletters, interactions with current or potential business owners and investors, among others. We also encourage Township staff and members of Council to share these resources with appropriate audiences to help maximize the visibility and effectiveness of these tools.

## **5. Relationship to Strategic Plan**

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

## **6. Conclusion**

- 6.1 Significant progress has been made towards enhancing the online resources available to support economic development, business attraction and business support in the Townships of Brock, Scugog and Uxbridge. These improvements directly address the needs identified in the Growing North Durham Rural Economic Development Plan.
- 6.2 The suite of interactive data tools, updated community profiles, and Business Toolkits provide current and prospective businesses with valuable information about the economic landscape, talent pool, logistical advantages, and business supports available throughout north Durham. These resources are seamlessly integrated between regional and municipal websites, ensuring a user-friendly experience.
- 6.3 Moving forward, Invest Durham will continue to promote these resources and leverage partnerships with Township staff and members of Council to maximize their visibility and effectiveness. By providing comprehensive and up-to-date online information, we will continue to strengthen north Durham's position as an attractive and competitive location for business investment and growth.

Respectfully submitted,

Original signed by

---

Simon Gill, Director of Economic  
Development & Tourism, on behalf of  
Brian Bridgeman, MCIP, RPP, PLE  
Commissioner of Planning and  
Economic Development



August 30, 2024

Doug Ford  
Premier of Ontario

Sent via email: [premier@ontario.ca](mailto:premier@ontario.ca)

Dear Honourable Doug Ford:

Please be advised that Brantford City Council at its meeting held August 27, 2024 adopted the following:

**12.2.4 Legislative Amendments to Improve Municipal Codes of Conduct and Enforcement**

WHEREAS all Ontarians deserve and expect a safe and respectful workplace; and

WHEREAS municipal governments, as the democratic institutions most directly engaged with Ontarians, need respectful discourse; and

WHEREAS several incidents in recent years of abuse and workplace harassment have occurred amongst members of municipal councils; and

WHEREAS these incidents seriously and negatively affect the people involved and lower public perceptions of local governments; and

WHEREAS municipal Codes of Conduct are helpful tools to set expectations of Council members' behaviour; and

WHEREAS legislation would hold both accountable and protect all municipal offices; and

WHEREAS municipal governments do not have the necessary tools to adequately enforce compliance with municipal Codes of Conduct and support appropriate accountability when it comes to perpetrating violence and harassment in the workplace; and

WHEREAS the fundamental underlying principle of broadening diversity, equity and inclusion in politics rests on the assumption the workplace is safe; and

WHEREAS government legislation would require Councillors to comply with the workplace violence and harassment policies, establish a process for removing individuals in substantiated cases of egregious violence or harassment, as well as

prevent officials whose seats have been vacated for such reasons from seeking immediate or subsequent re-election; and

WHEREAS the aforementioned elements are consistent with previously developed legislation, as well as current legislation tabled (Bill 207, Municipal Accountability and Integrity Act, 2024).

NOW THEREFORE BE IT RESOLVED:

- A. THAT the Corporation of the City of Brantford supports the call of the Association of Municipalities of Ontario (AMO), Rural Ontario Municipal Association (ROMA), Ontario Municipal Administrators Association (OMAA), Association of Municipal Managers, Clerks and Treasurers of Ontario (AMCTO), and more than 207 municipalities, for the Government of Ontario to introduce legislation to strengthen municipal Codes of Conduct and compliance with them in consultation with municipal governments; and
- B. THAT the legislation encompasses:
- i. Updating municipal Codes of Conduct to account for workplace safety and harassment;
  - ii. Creating a flexible administrative penalty regime, adapted to the local economic and financial circumstances of municipalities across Ontario;
  - iii. Increasing training of municipal Integrity Commissioners to enhance consistency of investigations and recommendations across the province;
  - iv. Amending the Municipal Act, 2001 to require the establishment of a Board of Integrity Commissioners;
  - v. Amending both, the Municipal Act, 2001, and the City of Toronto Act, 2006, to allow a Commissioner of the Board of Integrity Commissioners to make an application for judicial review to vacate a member's seat and impose prescribed penalties if the Commissioner is of the opinion that the member has made certain contraventions of the Code of Conduct;
  - vi. Adding provisions to both Acts to allow the Commissioner to seek confirmation of certain determinations from a judge of the Superior Court;
  - vii. Introducing provisions to prohibit a member who has been removed from office from running in the election for the remainder of the term and the subsequent term; and
- C. THAT a copy of this resolution BE FORWARDED to the Premier of Ontario, Doug Ford; Minister of Municipal Affairs and Housing, Paul Calandra; Attorney General, Doug Downey; Charmaine Williams, Associate Minister of Women's

Social and Economic Opportunity; Will Bouma, Member of Provincial Parliament; Larry Brock, Member of Parliament; the Association of Municipalities of Ontario (AMO); and Ontario municipalities.

I trust this information is of assistance.

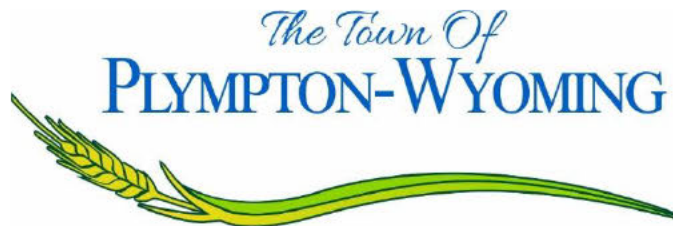
Yours truly,



Chris Gauthier  
City Clerk, [cgauthier@brantford.ca](mailto:cgauthier@brantford.ca)

cc Minister of Municipal Affairs and Housing, Paul Calandra  
Attorney General, Doug Downey  
Charmaine Williams, Associate Minister of Women's Social and Economic Opportunity  
Will Bouma, Member of Provincial Parliament  
Larry Brock, Member of Parliament  
Association of Municipalities of Ontario (AMO)  
Ontario municipalities





Justin Trudeau  
[justin.trudeau@parl.gc.ca](mailto:justin.trudeau@parl.gc.ca)  
(sent via e-mail)

August 30<sup>th</sup>, 2024

Re: The Canada Community-Building Fund

Please be advised that the Council of the Town of Plympton-Wyoming, at its Regular Council meeting on August 28<sup>th</sup>, 2024, passed the following motion supporting the resolution from the City of Quinte West regarding the Canada Community-Building Fund.

**Motion #16**

Moved by Councillor Kristen Rodrigues

Seconded by Councillor Mike Vasey

That Council support correspondence item 'i' from the City of Quinte West regarding the Canada Community-Building Fund.

***Carried.***

If you have any questions regarding the above motion, please do not hesitate to contact me by phone or email at [eflynn@plympton-wyoming.ca](mailto:eflynn@plympton-wyoming.ca).

Sincerely,



Ella Flynn  
Executive Assistant – Deputy Clerk  
Town of Plympton-Wyoming

Cc: Donna Herridge, Executive Director, MFOA [donna@mfoa.on.ca](mailto:donna@mfoa.on.ca)  
Colin Best, President, AMO [amopresident@amo.on.ca](mailto:amopresident@amo.on.ca)  
Marilyn Gladu, MP, Sarnia-Lambton [marilyn.gladu@parl.gc.ca](mailto:marilyn.gladu@parl.gc.ca)  
Hon. Chrystia Freeland, Deputy Prime Minister and Minister of Finance  
[chrystia.freeland@parl.gc.ca](mailto:chrystia.freeland@parl.gc.ca)  
All Ontario Municipalities

P.O. Box 490  
7 Creswell Drive  
Trenton, Ontario K8V 5R6  
www.quintewest.ca



A Natural Attraction

Tel: 613-392-2841  
Toll Free: 1-866-485-2841  
virginial@quintewest.ca  
clerk@quintewest.ca

Virginia LaTour, Deputy City Clerk

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August 15, 2024

The Right Honourable Justin Trudeau  
Office of the Prime Minister  
80 Wellington Street  
Ottawa, ON K1A 0A2  
Via Email - justin.trudeau@parl.gc.ca

**RE: Notice of Motion – Councillor Stedall – The Canada Community-Building Fund**

Dear Prime Minister:

This letter will serve to advise that at a meeting of City of Quinte West Council held on August 14, 2024 Council passed the following resolution:

**Motion No 24-366 – Notice of Motion - Councillor Stedall - The Canada Community-Building Fund**  
Moved by Councillor Stedall  
Seconded by Councillor McCue

Whereas the City of Quinte West is entering into an agreement to receive Canada Community-Building Funds, which is administered by the Association of Ontario Municipalities of Ontario (AMO) on behalf of the Federal government;

And whereas the funding allocations are less that 2% year over year for the next 5 years;

And whereas the amounts allocated in the past 5 years were less than 2% year over year;

And whereas non-residential construction price inflation has risen by 29% since the end of 2020 and municipalities are facing soaring costs for infrastructure projects without a corresponding growth in revenue;

And whereas there is a requirement for municipalities to complete an asset management plan and a housing needs analysis;

And whereas both of these plans show the large funding gap between infrastructure and housing needs and funds available from property taxation;

And whereas The City of Quinte West has over \$1.5 billion in core infrastructure assets and, like other municipalities, its infrastructure is aging and in need of upgrades and replacement;

And whereas The City's Asset Management Plan requires \$37 million annually to maintain existing assets which, based on current available funding, is resulting in an annual infrastructure deficit of over \$17.1 million;

And whereas municipalities are facing a gap in federal infrastructure funding as the 10-year Investing in Canada Infrastructure Program has come to an end;

Now therefore be it resolved that the City of Quinte West calls on the Federal Government to provide a supplement to the allocations provided to municipalities under the AMO CBBF agreement for 2024 - 2028 for the same amount that was allocated, effectively doubling the allocation for those years;

And further that this resolution be forwarded to MFOA, AMO, MP Ryan Williams, and Federal Finance Minister Chrystia Freeland, and all Municipalities in Ontario.  
**Carried**

We trust that you will give favourable consideration to this request.

Yours Truly,

CITY OF QUINTE WEST



Virginia LaTour,  
Deputy City Clerk

cc: Donna Herridge, Executive Director, MFOA  
Colin Best, President, AMO  
Ryan Williams, MP, Bay of Quinte  
Hon. Chrystia Freeland, Deputy Prime Minister and Minister of Finance  
All Municipalities of Ontario




# Office of the Mayor

T: 705-325-2447  
 F: 705-325-5178  
 ✉ mayor@orillia.ca  
 🌐 orillia.ca  
 📍 50 Andrew St. S., Suite 300,  
 Orillia, ON L3V 7T5

August 30, 2024

Hon. Doug Ford  
 Premier  
 Premier's Office  
 Room 281  
 Legislative Building, Queen's Park  
 Toronto, ON M7A 1A1

 Corporate Services Department Legislative Services Division	
Date & Time Received:	September 03, 2024 10:05 am
Original To:	CIP
Copies To:	
Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

Dear Premier Ford:

**Re: Resolution regarding a request for the Province to support family physicians**

Orillia City Council at its meeting held August 12, 2024, adopted the following resolution:

*“THAT, further to the correspondence dated July 31, 2024 from the City of Toronto regarding a resolution with respect to a request for the Province to support family physicians, the following supporting resolution be passed:*

*“BE IT RESOLVED THAT the Council for the Corporation of the City of Orillia hereby supports the resolution passed by the City of Toronto on June 26, 2024 with respect to a request for the Province to support family physicians;*

*AND FURTHER THAT a copy of this resolution be sent to the Honourable Doug Ford, Premier of Ontario; the Honourable Sylvia Jones, Minister of Health; the Honourable Jill Dunlop, Member of Provincial Parliament for Simcoe-North; the Association of Municipalities of Ontario; and all Ontario municipalities.”*

The above is for your consideration. If you require any additional information, please let me know.



Resolution regarding a request for the Province to support family physicians  
August 30, 2024  
Page 2 of 2

Sincerely,



Don McIsaac  
Mayor

DM:rb

Copy to: Honourable Sylvia Jones, Deputy Premier of Ontario  
Honourable Jill Dunlop, Minister of Education, and Member of Provincial Parliament for  
Simcoe-North  
Association of Municipalities of Ontario  
All Ontario Municipalities

**Ministry of  
Municipal Affairs  
and Housing**

Municipal Services Office Central Region

Municipal Services Division

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

**Ministère des  
Affaires municipales  
et du Logement**

Bureaux des services aux municipalités  
région du Centre  
Division des services aux municipalités

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



September 3, 2024

Alexander Harras  
Regional Clerk  
Region of Durham  
605 Rossland Road East  
Whitby, ON L1N 6A3  
[alexander.harras@durham.ca](mailto:alexander.harras@durham.ca)

**Re: Region of Durham 2023 Official Plan  
MMAH File No.: 18-OP-237796**

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Dear Alexander Harras,

Please find attached a Notice of Decision regarding the above-noted matter.

If you have any questions regarding this matter, please feel free to contact Laurie Miller, Regional Director, Central Municipal Services Office, by email at [Laurie.Miller@ontario.ca](mailto:Laurie.Miller@ontario.ca), or myself by email at [Maya.Harris@ontario.ca](mailto:Maya.Harris@ontario.ca).

Sincerely,

  
Maya Harris  
Manager Community Planning and Development (East)

cc. Brian Bridgeman, Commissioner, Durham Region  
Colleen Goodchild, Director, Durham Region

File No.: 18-OP-237796  
Municipality: Regional Municipality of Durham  
Subject: All lands within the Regional  
Lands: Municipality of Durham

Date of Decision: September 3, 2024  
Date of Notice: September 3, 2024

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# NOTICE OF DECISION

## With respect to an Official Plan Section 17(34) of the *Planning Act*

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A decision was made on the date noted above to modify and approve in part, the Region of Durham Official Plan, as adopted by By-Law No. 38-2023 with seventy-seven (77) modifications and a non-decision for mapping and policies related to northeast Pickering expansion lands.

### **Purpose and Effect of the Official Plan Amendment**

The approval of Durham Region's Official Plan in part and as modified, repeals and replaces the in-effect official plan that was adopted by the Region in 1991, including all amendments thereto.

The approved Region of Durham Official Plan outlines a comprehensive land use policy framework to guide growth and development within the Region to the year 2051, including policies that: establish minimum density and intensification targets; appropriately phase future development and infrastructure; establish major transit station areas; provide for a wide range of housing options; provide for employment area planning; environmental and agricultural protection; public health and safety, and other matters. The seventy-seven (77) modifications to the official plan have been made to address provincial policy direction and government priorities related to growth management, transportation, transit, infrastructure, land use compatibility, agricultural uses, hazards and the protection of drinking water.

Please note, a decision is being withheld at this time on maps and policies related to proposed settlement area boundary expansions in northeast Pickering that overlaps with O. Reg 102/72 which the Minister of Municipal Affairs and Housing recently consulted on a proposal to amend.

The new official Plan applies to all lands within the Region of Durham.

### **Decision Final**

Pursuant to subsections 17(36.5) and (38.1) of the *Planning Act*, the decision of the Minister of Municipal Affairs and Housing regarding an official plan adopted in accordance with section 26 of the *Planning Act* is final and not subject to appeal. Accordingly, the Durham Official Plan, as modified and approved in part by the Minister, came into effect on September 3, 2024.

**Other Related Applications:** None

### **Getting Additional Information**

Additional information is available on the Region of Durham's website:

<https://www.durham.ca/en/doing-business/envision-durham.aspx>

Additional information is available during regular office hours at the Ministry of Municipal Affairs and Housing at the address noted below.

Ministry of Municipal Affairs and Housing  
Municipal Services Office – Central Ontario (MSO-C)  
777 Bay Street, 16<sup>th</sup> Floor  
Toronto, Ontario, M7A 2J3

# DECISION

## With respect to New Region of Durham Official Plan Subsection 17(34) of the *Planning Act*

---

I hereby repeal the Region of Durham Official Plan adopted by By-law 103-91 as approved by the Ministry of Municipal Affairs and Housing on November 24, 1993, and subsequent amendments thereto. Furthermore, I hereby approve, as modified, the Region of Durham Official Plan, as adopted by the Region of Durham by By-law 38-2023, subject to the following modifications, as shown in Part A, with additions in **bold underline** and deletions **~~in bold strikethrough~~**. Part B identifies parts of the Official Plan where a decision is withheld.

### PART A - MODIFICATIONS

1. Policy 3.3.24 d) is modified so that it reads:

"d) they do not disrupt the agricultural community **and impacts on the surrounding agricultural operations and lands are mitigated to the extent feasible.**"

2. Policy 3.3.31 is modified so that it reads:

"Consider new cemeteries subject to the following criteria:

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;**

b) there are no adverse impacts on the natural environment, hydrological features and surrounding land uses;

**c) impacts from the cemetery on surrounding agricultural operations and lands are mitigated to the extent feasible;**

**dc)** 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;

**ed)** the cemetery is no larger than 40 hectares within the Prime Agricultural Area.; and

**f) within the Greenbelt Area, cemeteries are not permitted within the Prime Agricultural Areas.**"

3. Policies 3.3.39 d), e), and f) are modified so that they read:

"d) guide development, redevelopment, and intensification while protecting and preserving **built heritage resources buildings, and cultural heritage landscapes features and functions;**

e) support the restoration and where appropriate, the adaptive reuse of **built heritage resources buildings;**

f) provide an appropriate interface or transition between new developments and **protected heritage properties buildings** or heritage conservation districts;"

4. Policy 3.3.41 a) is modified so that it reads:

"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.**

5. Policy 3.3.46 is modified so that it reads:

"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."

6. Policy 3.3.50 is modified so that it reads:

"Ensure that, where archaeological resources are found to be of Indigenous **affiliation First Nation or Metis origin**, the proponent and/or their archaeological consultant are required to:

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

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.**"

7. Add a new policy 3.3.52 that reads:

**"Encourage area municipalities to prepare archaeological management plans and cultural plans, where appropriate."**

8. Policy 4.1.13 is modified so that it reads:

"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".

9. Policy 4.1.14 is modified so that it reads:

"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."

10. Policy 4.1.27 is modified so that it reads:

"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:

- a) have priority over expansions to the Uxbridge Urban Area; and
- b) be allocated any additional servicing capacity, in accordance with the relevant policies of the area municipal official plan."

11. Policy 4.1.39 is modified so that it reads:

"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.**"

12. Policy 5.1.14 g) is modified so that it reads:

"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."

13. 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:

**"Notwithstanding the above, the Oshawa GO/VIA Protected Major Transit Station Area will be planned to achieve a minimum density target of 25 people and jobs per gross hectare"**.

14. Figure 11 – Strategic Growth Area Targets Table is modified by deleting footnote:

~~"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."~~

15. The preamble of policy 5.2.6 and the associated subsection b) are modified so that they read:

"Require area municipalities **to plan for Strategic Growth Areas by** updateing official plans, secondary plans and zoning by-laws to:

b) **Set outdesignate** appropriate:

- i) land use designations;
- ii) **establish minimum** residential and employment density targets **in accordance with Figure 11; and**
- iii) **identify permissible** built form **standards, including minimum and maximum building heights;**
- iv) ~~establish minimum and maximum building heights."~~

16. Policy 5.2.8 e) is modified so that the first sentence reads:

"contributes to, recognizes, ~~preserves~~ and/or conserves ~~applicable built and~~ cultural heritage resources, in accordance with Section 3.3."

17. 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 Strategic Growth Areas shall only be undertaken in accordance with provincial plans and policy."**

18. 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 (Courtice and Bowmanville)."

19. 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."**

20. 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 Courtice Protected Major Transit Station Area, east of Courtice Road and south of Baseline Road in the Municipality of Clarington, due to proximity to the Darlington Generating Station"**

21. Policy 5.2.23 i) is modified so that it reads:

**"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 inter-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;"**

22. Add a new policy 5.2.23 m) which reads:

**"Require, where development is proposed adjacent or in the vicinity of MTO permit control areas, a transportation impact study be undertaken to determine the impacts of proposed development and intensification on highway interchange nodes within the Ministry's permit control area."**

23. Add a new policy 5.2.23.1 which reads:

**"Notwithstanding policies 5.2.15 to 5.2.23, the existing Oshawa GO/VIA station is to be planned for Employment Area permitted uses only with a minimum density target of 25 people and jobs per hectare."**

24. Add a new policy 5.4.5.1 that reads:

**"Development within the designated greenfield area shall be planned to achieve a minimum density target of not less than 53 people and jobs per hectare."**

25. The preamble of section 5.7.2 is modified so that it reads:

**"Require Area Municipalities to update ~~Consider support for amendments to an area municipal their~~ official plans to designate a supply of land for development up to the time frame of this Plan, including Settlement Area Boundary Expansions to the extent of the Region's Urban Area Boundary as shown on Map 1, provided that the amendment:"**

26. Policy 6.2.8 is modified by adding a new subsection that reads:

**"c) Notwithstanding policy 6.2.8 b), within the Greenbelt Area, uses are limited to those permitted by the applicable provincial plans."**

27. Policy 6.4.5 c) and 6.4.6 c) are modified so that they read:

**"c) 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 plans of December 16, 2004,"**

28. Policy 6.7.4 is modified so that it reads:

**"Ensure that the development of mineral aggregate operations and wayside pits shall, where applicable, conform with ~~the provincial plans and policies Oak Ridges-Moraine Conservation Plan and the Greenbelt Plan~~, where applicable, in addition to the policies of this Plan."**

29. Add a new policy 6.7.24 which reads:

**"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."**

30. Policy 7.1.11 b) is modified so that it reads:

"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;"

31. Add a new Policy 7.4.4 e) that reads:

"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."

32. The preamble of policy 7.4.15 is modified so that it reads:

"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:"

33. Policy 7.4.15 j) is deleted in its entirety:

~~"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;"~~

34. Policy 7.4.22 is modified so that it reads:

"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 provincial plans and policies are satisfied."

35. Policy 7.4.27 is modified so that it reads:

"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 provincial plans and policies are satisfied."

36. Policy 7.5.8 is modified so that it reads:

"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."

37. Policy 7.5.13 is modified so that it reads:

"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".

38. Policies 7.5.33, 7.5.34 and 7.5.35 are modified to replace the words "the Beaverton intake protection zone - 1" where they occur, with the words "any intake protection zone".

39. 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.~~"

40. 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 valleylands, significant wildlife habitat, significant areas of natural and scientific interest, coastal wetlands and fish habitat as well as adjacent lands unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions."

41. Objective iii) in Section 7.7 is deleted in its entirety and Objective iv) is renumbered to Objective iii):

~~"iii) Promote the use of ecosystem compensation when avoidance and mitigation of natural features is not possible.~~

**iviii)** Promote the increase in public ownership of natural heritage and natural hazard lands through land securement."

42. The Ecosystem Compensation Section, including the preamble and policies 7.7.11, 7.7.12 and 7.7.13, are deleted in their entirety.

43. 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."**

44. 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."**

45. Policy 8.4.8 is modified so that it reads:

**"Recognize the importance of the current and planned expansions to the provincial freeway highway system, including Highways 401 404, 407, 412, 418 and 115, in fostering planning for continued economic development, supporting goods movement, and accommodating Freeway inter-regional transit ~~and reducing the burden of long distance travel on the Region's arterial road network.~~"**

46. Policy 8.4.9 is modified as follows:

i), Modifying the first sentence to read: "Support improvements to the provincial freeway ~~and~~ highway network ~~by encouraging the accelerated implementation of such as:~~", and

ii) modifying subsection d) so that it reads: "~~d) modifications to the~~ realignment 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."

47. Add new policy 8.4.10.1 that reads:

**"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 Public Transportation and Highway Improvement Act."**

48. Policy 8.4.11 is deleted in its entirety:

**~~"Encourage MTO to construct the Highway 407 interchanges at Westney Road, Salem Road and Thornton Road, Highway 412 interchange at Rossland Road, and complete the Highway 401/Lake Ridge Road interchange, which were approved in the Highway 407 East Environmental Assessment study but deferred from initial construction."~~**

49. Policy 8.4.12 is deleted in its entirety and replaced with a new policy 8.4.12 that reads:

**"Support the 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."**

50. Policy 8.4.13 a) is modified so that it reads:

"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"

51. Policy 8.5 is modified as follows:

- i) Delete Objective iii) and replace with: **"iii) Ensure the long-term operation and economic role of road, air, rail and marine facilities for goods movement is protected."**
- ii) Add a new objective which reads: **"iv) Ensure that goods movement facilities and sensitive land uses are appropriately designed, buffered and/or separated from each other to mitigate noise and vibration impacts to adjacent land uses."**

52. Delete Policy 9.1.2 b) in its entirety:

~~"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:~~

~~i) the amount and rate of development that has occurred in the area designated Community Area; and~~

~~ii) the availability of servicing capacity."~~

53. The first sentence of policy 9.1.2 c) is modified so that it reads:

**"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."**

54. The first sentence of policy 9.1.2 d) is modified so that it reads:

**"d)c) Special Study Area 5-3 recognizes the Special Policy Area identified in accordance with the Provincial Policy Statement that applies to lands within the Rapid Transit Corridor, along Highway 2, that are west of Duffins Creek in Ajax and Pickering comprised of historical development within the floodplain."**

55. Policy 9.1.2 e) is deleted in its entirety:

~~"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:~~

- ~~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.~~

56. The subtitle after policy 9.2.1 is modified so that it reads:

"Specific Policy Area A – Seaton Urban Area & Duffins Rouge Agricultural Preserve".

57. Policies 9.2.6 through 9.2.10 are renumbered as 9.2.7 through 9.2.11 respectively, and a new policy 9.2.6 is inserted (after policy 9.2.5) that reads:

"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."

58. Add new "Specific Policy Area" sub-section "E" and new Policy 9.2.12 that reads:

"Specific Policy Area E – Uxbridge

It is the policy of Council to:

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."

59. Policy 10.2.5 c) is modified so that it reads:

"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"

60. Policy 10.4.20 is modified by adding the following new subsections:

"10.4.20 fff) a 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;

10.4.20 ggg) a surplus farm dwelling is severed from the parcel identified as Assessment No. 18-39-050-005-28300 located in Part of Lots 17 and 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;"

10.4.20 hhh) 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;"

10.4.20 iii) 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;"

61. Add a new policy 10.5.9, which reads:

"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:

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

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."

62. Map 1 of the Official Plan is modified as follows:

- i) Delete "Special Study Area 2" and "Special Study Area 3" overlays in the Township of Uxbridge and replace them with a Specific Policy Area overlay labelled as "Specific Policy Area E".

- ii) Revise the "Special Study Area 4" overlay label in Clarington (Courtice Waterfront Area) so that it reads "**Special Study Area 2**".
- iii) Revise the "Special Study Area 5" overlay label in Pickering/Ajax (along a portion of the Highway 2 Rapid Transit Corridor) so that it reads "**Special Study Area 3**".
- iv) delete Special Study Area #6 from lands in the City of Pickering and Town of Ajax and redesignate to Agricultural Area; and
- v) delete Special Study Area #6 from lands in the Municipality of Clarington and redesignate to Major Open Space Area.
- vi) Delete the boundary of Rural Employment Area No. 2 in the Township of Uxbridge and replace it with the boundary as it was shown on Map 1 – Regional Structure – Urban and Rural System, in the 1993 Regional Official Plan, as amended

63. Map 2a of the Official Plan is modified as follows:

- i) Delete 'Special Study Area 6' and its associated boundaries in the City of Pickering, Town of Ajax, and Municipality of Clarington.
- ii) Delete "Special Study Area 2" and "Special Study Area 3" overlays in the Township of Uxbridge.
- iii) Revise the "Special Study Area 4" overlay label in Clarington (Courtice Waterfront Area) so that it reads "**Special Study Area 2**".
- iv) Revise the "Special Study Area 5" overlay label in Pickering/Ajax (along a portion of the Highway 2 Rapid Transit Corridor) so that it reads "**Special Study Area 3**".

64. 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.

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.

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.

67. Modify Maps 3a, 3b, 3c, 3d and 3e as follows:

Add a new "Specific Policy Area E" overlay and corresponding label to lands in the Township of Uxbridge that were previously identified as "Special Study Area 2" and "Special Study Area 3" on Map 1 of the Official Plan as adopted by Council on May 17, 2023.

68. Map 3b of the Official Plan is modified by:

- 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
- ii) replacing the words, "Future Interchange" in the legend with the words, "**Conceptual Future Interchange**".

69. Map 3c of the Official Plan is modified by identifying the following road segments as part of the Strategic Goods Movement Network:

- 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.

70. Add the following new definition to the Glossary:

**"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."**

71. Modify the definition of Significant Woodlands in the Glossary so that it reads:

"Significant Woodlands: at the regional scale are identified as:

- 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
- 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:**
  - 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:
    - 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.

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."

72. Add the following new definitions to the Glossary:

"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.

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.

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.

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.

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."

73. The third paragraph of 'Environmental Impact Study' under the Application/ Development Scenario column in Table 1 is modified so that it reads:

"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."

74. Table 1 is modified by changing the description of Transportation Impact Study in the second column so that it reads:

"A Transportation Impact Study (TIS) is required for any proposal for development or site alteration in proximity to a Regional Road. A TIS may be required by the Ministry of Transportation (MTO) as part of the 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 the MTO."

75. Table 1 is modified to include the following new study (after Fiscal Impact Study) as part of a complete application:

"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."

76. 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.

77. 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)"

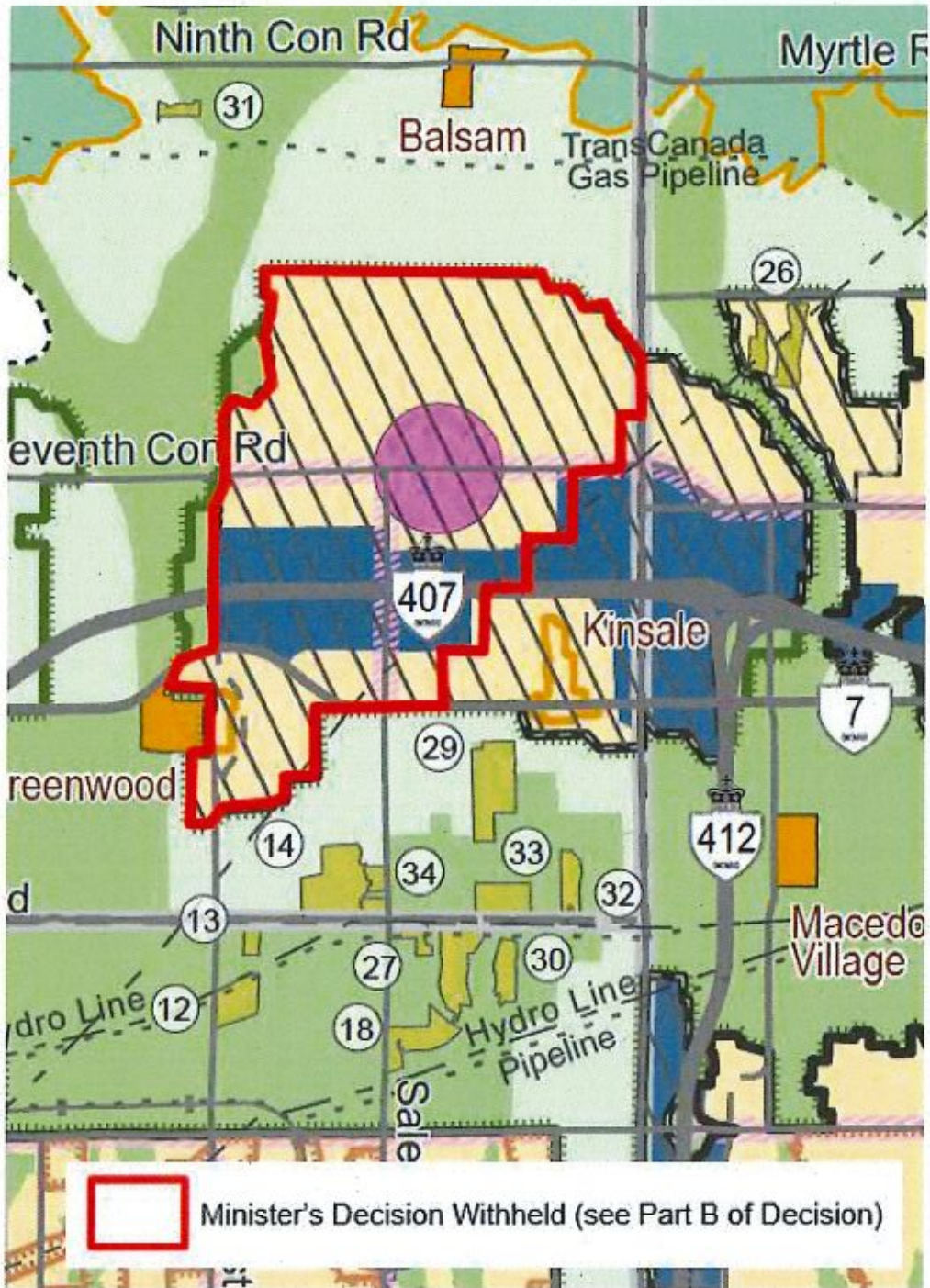
**PART B: A decision is withheld on the following matters:**

1. Figure 2 – Population, employment and household allocations table, but only as it relates to rows and columns for Pickering and Durham for lands within the 2051 Urban Expansions Areas overlay, that overlap with Minister's Zoning Order 102/72, outlined in red in Appendix 1.
2. Figure 9 – Intensification targets table, but only as it relates to rows and columns for Pickering and Durham.
3. Policy 5.7.8 b) in its entirety.
4. Map 1, but only as it relates to lands in the City of Pickering, that are within the 2051 Urban Area Expansions overlay, that overlap with Minister's Zoning Order 102/72, outlined in red in Appendix 1.
5. Maps 2a, 3a, 3b, 3c, 3d, 3e and 4 of the Official Plan, but only as they relate to the 2051 Urban Expansion Areas overlay and Urban Area in the City of Pickering, that overlap with Minister's Zoning Order 102/72, outlined in red in Appendix 1.

Dated at Toronto this 3<sup>rd</sup> day of September, 2024

  
\_\_\_\_\_  
Hannah Evans, Assistant Deputy Minister  
Municipal Services Division  
Ministry of Municipal Affairs and Housing

Appendix 1  
(Minister's Decision on Durham Region Official Plan)





**Ministry of  
Municipal Affairs  
and Housing**

Office of the Minister

777 Bay Street, 17<sup>th</sup> Floor  
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**Ministère des  
Affaires municipales  
et du Logement**

Bureau du ministre

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234-2024-4229

September 3, 2024

John Henry  
Regional Chair and CEO  
Regional Municipality of Durham  
605 Rossland Road East,  
Whitby, Ontario,  
L1N 6A3  
[john.henry@durham.ca](mailto:john.henry@durham.ca)

**Re: Region of Durham 2023 Official Plan  
MMAH File No.: 18-OP-237796**

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Dear Chair Henry,

I am pleased to inform you that the Durham Regional Official Plan was approved in part, with modifications, on September 3, 2024, and is now in effect.

A decision has been deferred on policies and mapping for the northeast Pickering urban expansion lands in the Durham Regional Official Plan that overlap with O. Reg 102/72. Moreover, I have not made a decision on the proposed MZO amendment to O. Reg 102/72 at this time.

The deferral of a decision on the lands in Northeast Pickering is intended to allow time for Durham Region, the City of Pickering and Indigenous communities to work together to review the concerns raised by Indigenous communities regarding future development of the northeast Pickering lands and discuss any possible solutions for a path forward.

The approval of the majority of the Durham Regional Official Plan will allow for planning processes outside of northeast Pickering to move forward, and for lower-tier municipalities to proceed with updating their local official plans.

.../2

Staff at the Ministry of Municipal Affairs and Housing will follow up with your staff to set up one-on-one meetings with the Region, the City and Indigenous communities on next steps. I am confident that the Region and the City will aim to work expeditiously towards finding a path forward on these matters.

Yours sincerely,



Hon. Paul Calandra  
Minister of Municipal Affairs and Housing

cc: Martha Greenberg, Deputy Minister, Ministry of Municipal Affairs and Housing  
Hannah Evans, Assistant Deputy Minister, Ministry of Municipal Affairs and Housing  
Elaine Baxter-Trahair, Chief Administrative Officer, Regional Municipality of Durham  
Brian Bridgeman, Commissioner of Planning and Economic Development, Regional Municipality of Durham  
Collen Goodchild, Director of Planning, Regional Municipality of Durham

**Ministry of  
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234-2024-4239

September 3, 2024

John Henry  
Regional Chair and CEO  
Regional Municipality of Durham  
[john.henry@durham.ca](mailto:john.henry@durham.ca)

Dear Chair Henry:

Concurrent with my decision on the Durham Region Official Plan, and in response to the Region's request for a major transit station area with a lower density target to implement **A Place to Grow: the Growth Plan for the Greater Golden Horseshoe** (A Place to Grow), I am pleased to inform you that your request for a lower major transit station area density target has been approved.

While A Place to Grow prioritizes intensification and higher densities to make efficient use of land and infrastructure, the government also understands that there can be local constraints to density and intensification. Policy 2.2.4.4 of A Place to Grow states that the Minister of Municipal Affairs and Housing may permit lower major transit station area density targets under certain circumstances. As such, and in response to local needs, your request for a lower density target of 25 people and jobs per hectare has been approved for the existing Oshawa GO/VIA Station.

I look forward to working with you and your Council on the implementation of the Region's new Official Plan.

Yours sincerely,



Hon. Paul Calandra  
Minister of Municipal Affairs and Housing

- c. Martha Greenberg, Deputy Minister, Ministry of Municipal Affairs and Housing
- Hannah Evans, Assistant Deputy Minister, Ministry of Municipal Affairs and Housing
- Elaine Baxter-Trahair, CAO
- Brian Bridgeman, Commissioner of Planning and Economic Development
- Collen Goodchild, Director of Planning