



## The Regional Municipality of Durham

### Planning & Economic Development Committee Agenda

Council Chambers  
Regional Headquarters Building  
605 Rossland Road East, Whitby

**Tuesday, April 2, 2019**

**9:30 AM**

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**1. Declarations of Interest**

**2. Adoption of Minutes**

A) Planning & Economic Development Committee meeting  
– [March 5, 2019](#)

Pages 4 - 14

B) Special Planning & Economic Development Committee  
meeting – [March 27, 2019](#)

15 -17

**3. Statutory Public Meetings**

There are no statutory public meetings

**4. Delegations**

There are no delegations

**5. Presentations**

5.1 Chris Leitch, Principal Planner, re: 2016 Transportation Tomorrow  
Survey Results (2019-P-21) [Item 6.2 G]

**6. Planning**

6.1 Correspondence

6.2 Reports

- |                                                                                                                                                                                                      |         |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| A) Region of Durham Site Contamination Protocol, Five Year Review ( <a href="#">2019-P-15</a> )                                                                                                      | 18 - 20 |
| B) Approval to award NRFP-1066-2017 for the supply, integration, delivery, implementation, training and ongoing support of a Land Development Tracking Software System ( <a href="#">2019-P-16</a> ) | 21 - 25 |
| C) Annual Subdivision/Condominium Activity Report for 2018 ( <a href="#">2019-P-17</a> )                                                                                                             | 26 - 42 |
| D) Durham Regional Cycling Plan Update ( <a href="#">2019-P-18</a> )                                                                                                                                 | 43 - 47 |
| E) Recommendation for Award of RFP 1087-2018 – Growth Management Study ( <a href="#">2019-P-19</a> )                                                                                                 | 48 - 52 |
| F) Summary of Commissioner's Delegated Planning Approval Authority, and Summary of Planning Activity in the Fourth Quarter of 2018 ( <a href="#">2019-P-20</a> )                                     | 53 - 71 |
| G) 2016 Transportation Tomorrow Survey Results ( <a href="#">2019-P-21</a> )                                                                                                                         | 72 - 96 |

**7. Economic Development**

7.1 Correspondence

7.2 Reports

There are no Economic Development Reports to consider

**8. Advisory Committee Resolutions**

There are no advisory committee resolutions to be considered

**9. Confidential Matters**

There are no confidential matters to be considered

**10. Other Business**

**11. Date of Next Meeting**

Tuesday, May 7, 2019 at 9:30 AM

## **12. Adjournment**

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## **The Regional Municipality of Durham**

### **MINUTES**

#### **PLANNING & ECONOMIC DEVELOPMENT COMMITTEE**

**Tuesday, March 5, 2019**

A regular meeting of the Planning & Economic Development Committee was held on Tuesday, March 5, 2019 in the Council Chambers, Regional Headquarters Building, 605 Rossland Road East, Whitby, Ontario at 9:30 AM

Present: Councillor Ryan, Chair  
Councillor Joe Neal, Vice-Chair  
Councillor Bath-Hadden  
Councillor Highet  
Councillor Kerr  
Councillor Lee  
Councillor Yamada  
Regional Chair Henry

Also

Present: Councillor Wotten

Staff

Present: E. Baxter-Trahair, Chief Administrative Officer  
B. Bridgeman, Commissioner of Planning and Economic Development  
S. Gill, Director, Economic Development and Tourism  
C. Goodchild, Manager, Policy Planning & Special Studies  
S. Jones, Manager, Data, Mapping and Graphics  
K. Kilbourne, Senior Planner,  
T. Lavery, Manager, Corporate Communications  
B. Pickard, Manager, Tourism  
S. Rashad, Systems Support Specialist, Corporate Services – IT  
N. Rutherford, Manager, Economic Development, Agriculture and Rural Affairs  
K. Ryan, Senior Solicitor, Corporate Services – Legal Services  
L. Talling, Sport Tourism Coordinator  
N. Taylor, Commissioner of Finance  
L. Trombino, Manager, Plan Implementation  
T. Fraser, Committee Clerk, Corporate Services – Legislative Services  
C. Tennisco, Committee Clerk, Corporate Services – Legislative Services

**1. Declarations of Interest**

There were no declarations of interest.

**2. Adoption of Minutes**

Moved by Councillor Joe Neal, Seconded by Regional Chair Henry,  
(16) That the minutes of the regular Planning & Economic Development  
Committee meeting held on Tuesday, February 5, 2019, be adopted.

CARRIED

**3. Statutory Public Meetings**

There were no statutory public meetings.

**4. Delegations**

There were no delegations to be heard.

**5. Presentations**

5.1 Gary Muller, Director of Planning, and Simon Gill, Director of Economic  
Development & Tourism, re: Planning and Economic Development Department  
Business Plans and Budget (2019-P-7)

B. Bridgeman, S. Gill and N. Taylor, provided a PowerPoint presentation  
regarding the 2019 Planning and Economic Development Department Business  
Plans and Budget. Highlights of their presentation included:

- Corporate Budget Overview
- Planning Division
  - 2018 Accomplishments
  - 2019 Proposed Expenditures & Financing
  - 2019 Priorities & Highlights
- Economic Development & Tourism Division
  - 2018 Accomplishments
  - 2019 Proposed Expenditures & Financing
  - 2019 Priorities & Highlights
  - 2019 Initiatives to Modernize & Find Service Efficiencies
    - Modernize Marketing Strategy
    - Implement the Region's new Development Tracking Software
  - 2019 and Future Risks & Uncertainties

Staff responded to questions with respect to updating the Regional Cycling Plan; the new Development Tracking System; proposed planning application and approval fees; potential savings from service efficiencies; consultant and consulting service requirements; the film industry and the Durham Region

International Film Festival; the Broadband Strategy; Toronto Global; the Business Advisory Centre Durham (BACD); potential tourism opportunities; and the part-time tourism position for the northern municipalities.

Staff also responded to questions with respect to whether the area municipal websites currently include a link to the Durham Tourism website.

5.2 Kristy Kilbourne, Senior Planner, re: Envision Durham – Agriculture and Rural System Discussion Paper (2019-P-12)

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K. Kilbourne, Senior Planner, provided a PowerPoint presentation outlining the details of Report #2019-P-12 of the Commissioner of Planning and Economic Development. Highlights of her presentation included:

- Provincial Planning Policy Context
- Durham's Rural Area
  - Prime Agricultural Areas
  - Rural Settlement Areas
  - Special Areas
  - Regional Nodes
  - Greenlands System
- Trends and Influencing Factors
- Policy Considerations
- Mapping Considerations
- Consultation and Engagement

K. Kilbourne responded to questions with respect to proposed changes in Specific Policy Areas, including St. Marys Cement; the loss of rural land; the review of rural lot creation policies; the proposed consultation process and timeframe; and the possibility of standardizing municipal policies and requirements. Discussion also ensued with respect to the donation by the W. Garfield Weston Foundation to Durham College for the expansion of farming operations at the W. Galen Weston Centre for Food.

5.3 Stephanie Jones, Manager, Data, Mapping and Graphic Services, re: The Region of Durham Business Count Employment Survey 2018

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S. Jones, Manager, Data, Mapping and Graphic Services, provided a PowerPoint presentation regarding the Region of Durham Business Count Employment Survey 2018. Highlights of her presentation included:

- What is the Business Count?
- Why do we conduct it?
- How do we conduct it?
- Terms of Use
- How is the data being used?

- Challenges
- 2018 Results

S. Jones responded to questions with respect to when the survey is conducted; the possibility of extending the survey timeframe; aggregate data; why businesses choose not to participate; challenges with homebased businesses and farms; data analysis; the cost of the Business Count program; and 2018 results.

5.4 Brandon Pickard, Tourism Manager, re: Durham Region 2019 Ontario Parasport Games (2019-EDT-4)

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B. Pickard, Tourism Manager, introduced Lori Talling, Sport Tourism Coordinator. L. Talling advised that the 2019 Ontario Parasport Games were hosted by Durham Region from February 8 to 10, 2019 and she briefly outlined the highlights from the Games. She showed the Durham Region 2019 Ontario Parasport Games Celebration Video to members of the Committee.

B. Pickard introduced members of the Tourism Division in attendance at the meeting and he provided an overview of the Tourism Division activities.

Staff responded to questions with respect to the requirement for a report to the Ministry of Tourism, Culture and Sport; the estimated economic impact of the Games; merchandise sales; and suggestions for area municipalities completing facility refurbishments.

**6. Planning**

6.1 Correspondence

- A) Correspondence from D. Leroux, Clerk, Township of Uxbridge, advising that at their meeting held on February 25, 2019, the Council of the Township of Uxbridge nominated Mr. Bryan Smith as the Township of Uxbridge's representative on the Durham Agricultural Advisory Committee
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Moved by Regional Chair Henry, Seconded by Councillor Highet,  
(17) That correspondence from the Township of Uxbridge regarding the appointment of the Township of Uxbridge's representative on the Durham Agricultural Advisory Committee be referred to consideration of Report #2019-P-10.

CARRIED

- B) Correspondence from D. Leroux, Clerk, Township of Uxbridge, advising that at their meeting held on February 25, 2019, the Council of the Township of Uxbridge nominated Mr. Bruce Foxton as the Township of Uxbridge's representative on the Durham Environmental Advisory Committee
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Moved by Regional Chair Henry, Seconded by Councillor Highet,  
(18) That correspondence from the Township of Uxbridge regarding the appointment of the Township of Uxbridge's representative on the Durham Environmental Advisory Committee be referred to consideration of Report #2019-P-11.

CARRIED

## 6.2 Reports

### A) 2019 Planning and Economic Development Department Business Plans and Budget (2019-P-7)

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Report #2019-P-7 from B. Bridgeman, Commissioner of Planning and Economic Development, was received.

Staff responded to questions with respect to the percentage increase for salaries and benefits; the proposed consulting services increase for transportation planning; and the annualization of one position from 2018.

Moved by Councillor Joe Neal, Seconded by Councillor Lee,  
(19) That we recommend to the Finance and Administration Committee for subsequent recommendation to Regional Council:

That the 2019 Business Plans and Budget of the Planning and Economic Development Department be approved.

CARRIED

### B) Durham Active Transportation Committee (DATC) Membership Appointments (2019-P-8)

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Report #2019-P-8 from B. Bridgeman, Commissioner of Planning and Economic Development, was received.

Moved by Regional Chair Henry, Seconded by Councillor Kerr,  
(20) That we recommend to Council:

A) That the following area municipal citizen volunteers be appointed to the Durham Active Transportation Committee (DATC): Keith Haines (Ajax), Jean Martin (Brock), Constance Gray (Clarington), James Bate (Oshawa), Aisha Heywood (Pickering), Marc Gibbons (Scugog) and Phil Smith (Uxbridge);

B) That the above-named citizen volunteers be advised of their appointment to the DATC; and



- C) That a copy of Report #2019-P-8 of the Commissioner of Planning and Economic Development be forwarded to the area municipalities.

CARRIED

- C) Process to initiate a Regional Official Plan Amendment to consider requests for service connections for properties adjacent to municipal services outside of the Urban Area (2019-P-9)

Report #2019-P-9 from B. Bridgeman, Commissioner of Planning and Economic Development, was received.

Moved by Regional Chair Henry, Seconded by Councillor Kerr,  
(21) That we recommend to Council:

- A) That the Planning and Economic Development Department be authorized to initiate the process to amend the Durham Regional Official Plan to enable the consideration of requests for service connections for properties abutting existing municipal services outside the Urban Area; and
- B) That a copy of Report #2019-P-9 of the Commissioner of Planning and Economic Development be forwarded to the area municipalities and the Ministry of Municipal Affairs and Housing for their information.

CARRIED

- D) Durham Agricultural Advisory Committee (DAAC) Membership Appointments (2019-P-10)

Report #2019-P-10 from B. Bridgeman, Commissioner of Planning and Economic Development, was received.

Moved by Regional Chair Henry, Seconded by Councillor Kerr,  
(22) That we recommend to Council:

- A) That the following citizen volunteers be appointed as Area Municipal representatives to the Durham Agricultural Advisory Committee: Buck Winter (Ajax); Tom Watpool (Brock); Tom Barrie (Clarington); Paul MacArthur (Oshawa); Gord Taylor (Pickering); and Hubert Schillings (Whitby);
- B) That the following citizen volunteers be appointed as At-Large farmer members to the Durham Agricultural Advisory Committee: Keith Kennedy; Frazer Puterbough; and Neil Guthrie;
- C) That the following citizen volunteers be appointed as At-Large non-farmer members to the Durham Agricultural Advisory Committee: Brad Howsam; David Risebrough; and Gerri Lynn O'Connor;

- D) That the following citizen volunteer be appointed as the Durham Region Federation of Agriculture representative to the Durham Agricultural Advisory Committee: Zac Cohoon;
- E) That the above-named citizen volunteers be advised of their appointment to the Durham Agricultural Advisory Committee; and
- F) That a copy of Report #2019-P-10 of the Commissioner of Planning and Economic Development be forwarded to the area municipalities and the Durham Region Federation of Agriculture.

CARRIED AS AMENDED LATER IN THE  
MEETING  
(See Following Motion)

Moved by Councillor Highet, Seconded by Councillor Yamada,

- (23) That the main motion (22) of Regional Chair Henry and Councillor Kerr be amended in Part A) by adding 'Bryan Smith (Uxbridge);' after 'Gord Taylor (Pickering)'.

CARRIED

The main motion (22) of Regional Chair Henry and Councillor Kerr was then put to a vote and CARRIED AS AMENDED.

- E) Durham Environmental Advisory Committee (DEAC) Membership Appointments (2019-P-11)

Report #2019-P-11 from B. Bridgeman, Commissioner of Planning and Economic Development, was received.

Moved by Regional Chair Henry, Seconded by Councillor Kerr,  
(24) That we recommend to Council:

- A) That the following citizen volunteers be appointed as Area Municipal Representatives to the Durham Environmental Advisory Committee: Kim Sellers (Ajax); Richard Dickinson (Brock); Jay Cuthbertson (Clarington); Gwen Layton (Oshawa); Dr. Ozair Chaudhry (Pickering); and Susan Clearwater (Whitby);
- B) That the following returning citizen volunteers be appointed as At-Large members to the Durham Environmental Advisory Committee: Matt Thompson, Dimitri Stathopolous, and Kimberly Murray;
- C) That the following citizen volunteer be appointed as the Post-Secondary member to the Durham Environmental Advisory Committee: Connor Duffy;
- D) That the following citizen volunteer be appointed as the Youth member to the Durham Environmental Advisory Committee: Dhruv Upadhyay;

E) That the above-named citizen volunteers be advised of their appointment to the Durham Environmental Advisory Committee; and

F) That a copy of Report #2019-P-11 of the Commissioner of Planning and Economic Development be forwarded to the area municipalities.

CARRIED AS AMENDED LATER IN THE MEETING

(See Following Motion)

Moved by Councillor Highet, Seconded by Councillor Yamada,

(25) That the main motion (24) of Regional Chair Henry and Councillor Kerr be amended in Part A) by adding 'Bruce Foxtan (Uxbridge);' after 'Dr. Ozair Chaudhry (Pickering)'.  
CARRIED

The main motion (24) of Regional Chair Henry and Councillor Kerr was then put to a vote and CARRIED AS AMENDED.

F) Envision Durham – Agriculture and Rural System Discussion Paper (2019-P-12)

Report #2019-P-12 from B. Bridgeman, Commissioner of Planning and Economic Development, was received.

Staff responded to questions with respect to agricultural related and on-farm diversified uses; licences for aggregate extraction; and the proposed consultation with the aggregate industry.

Moved by Regional Chair Henry, Seconded by Councillor Kerr,

(26) That we recommend to Council:

That a copy of Report #2019-P-12 of the Commissioner of Planning and Economic Development and Attachment 1, the Agriculture and Rural System Discussion Paper, be forwarded to Durham's area municipalities; conservation authorities; the Ministry of Municipal Affairs and Housing; the Ministry of Food, Agriculture and Rural Affairs; the Ministry of Natural Resources and Forestry; and the Durham Agricultural Advisory Committee for review and comment.

CARRIED

G) The Region of Durham Business Count (Employment Survey) 2018 (2019-P-13)

Report #2019-P-13 from B. Bridgeman, Commissioner of Planning and Economic Development, was received.

Moved by Regional Chair Henry, Seconded by Councillor Kerr,

(27) That Report #2019-P-13 of the Commissioner of Planning and Economic Development be received for information.

CARRIED

## 7. Economic Development

### 7.1 Correspondence

There were no communications to consider.

### 7.2 Reports

#### A) Durham Region 2019 Ontario Parasport Games (2019-EDT-4)

Report #2019-EDT-4 from B. Bridgeman, Commissioner of Planning and Economic Development, was received.

Moved by Regional Chair Henry, Seconded by Councillor Lee,  
(28) That Report #2019-EDT-4 of the Commissioner of Planning and Economic Development be received for information.

CARRIED

#### B) Proposed Amalgamation of the Oshawa and Hamilton Port Authorities (2019-EDT-5)

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Report #2019-EDT-5 from B. Bridgeman, Commissioner of Planning and Economic Development, was received.

Discussion ensued with respect to the possibility of requesting that as part of any amalgamation a recreational boating facility be re-established in Oshawa.

Moved by Councillor Kerr, Seconded by Councillor Lee,  
(29) That we recommend to Council:

A) That Report #2019-EDT-5 of the Commissioner of Planning and Economic Development be endorsed and submitted to Transport Canada as Durham Region's preliminary comments on the proposed amalgamation of the Oshawa and Hamilton Port Authorities, including the following key comments and recommendations:

- i) The timeline of 30 days to provide comment is insufficient and should be extended by 90 days to adequately and meaningfully consult with the business communities, municipal governments, and indigenous communities that may be affected;
- ii) The proposed name of "Oshawa-Hamilton Port Authority" is most preferable;
- iii) The City of Oshawa, and the Region of Durham each be granted the authority to appoint one member to the Board of Directors of the amalgamated port authority;

- iv) That the amalgamated Port Authority engage in early consultation with the City of Oshawa and Region of Durham prior to any proposed changes to land use at the Port of Oshawa, to ensure any development is appropriate and compatible with surrounding land uses; and
  - v) That the Durham Regional Chair respectfully requests a meeting with the Minister of Transport to discuss the Region's objectives and concerns;
- B) That the Regional Chair be authorized to provide further comments on the proposed amalgamation to Transport Canada, if necessary, as additional information becomes available and meetings take place; and
- C) That a copy of Report #2019-EDT-5 be forwarded to the City of Oshawa and Durham Region's area municipalities, the Oshawa Port Authority, the Greater Oshawa Chamber of Commerce, the City of Hamilton, the Hamilton Port Authority, all Durham MPs and MPPs.

CARRIED AS AMENDED LATER IN THE  
MEETING  
(See Following Motion)

Moved by Councillor Joe Neal, Seconded by Councillor Yamada,  
(30) That the main motion (29) of Councillor Kerr and Councillor Lee be amended by adding the following as a new Part A), vi):

- vi) That as part of any amalgamation, that a recreational boating facility be re-established in the Oshawa basin.

CARRIED

The main motion (29) of Councillor Kerr and Councillor Lee was then put to a vote and CARRIED AS AMENDED.

## **8. Advisory Committee Resolutions**

There were no advisory committee resolutions to be considered.

## **9. Confidential Matters**

There were no confidential matters to be considered.

## **10. Other Business**

There was no other business to be considered.

**11. Date of Next Meeting**

The next regularly scheduled Planning & Economic Development Committee meeting will be held on Tuesday, April 2, 2019 at 9:30 AM in the Lower Level Boardroom (LL-C), Regional Headquarters Building, 605 Rossland Road East, Whitby.

**12. Adjournment**

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

CARRIED

The meeting adjourned at 11:54 AM

Respectfully submitted,

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D. Ryan, Chair

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T. Fraser, Committee Clerk

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

**The Regional Municipality of Durham**

**MINUTES**

**PLANNING & ECONOMIC DEVELOPMENT COMMITTEE**

**Wednesday, March 27, 2019**

A special meeting of the Planning & Economic Development Committee was held on Wednesday, March 27, 2019 in Meeting Room 1-A, Regional Headquarters Building, 605 Rossland Road East, Whitby, Ontario at 9:00 AM

Present: Councillor Ryan, Chair  
Councillor Joe Neal, Vice-Chair  
Councillor Hight  
Councillor Lee  
Regional Chair Henry

Also

Present: Councillor Collier

Absent: Councillor Bath-Hadden was absent on municipal business  
Councillor Kerr  
Councillor Yamada

Staff

Present: B. Bridgeman, Commissioner of Planning and Economic Development  
S. Gill, Director, Economic Development and Tourism  
C. Goodchild, Manager, Policy Planning & Special Studies  
G. Muller, Director of Planning  
C. Tennisco, Committee Clerk, Corporate Services – Legislative Services

**1. Declarations of Interest**

There were no declarations of interest.

**2. Planning**

**2.1 Correspondence**

There were no communications to consider.

**2.2 Reports**

**A) Durham Agricultural Advisory Committee (DAAC) Membership Appointment and Durham Environmental Advisory Committee (DEAC) Membership Appointments (2019-P-14)**

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Report #2019-P-14 from B. Bridgeman, Commissioner of Planning and Economic Development, was received.

Moved by Councillor Lee, Seconded by Councillor Highet,  
(32) That we recommend to Council:

- A) That the following citizen volunteer be appointed as the Township of Scugog's Area Municipal representative to the Durham Agricultural Advisory Committee: Kevin Kemp;
- B) That the following citizen volunteer be appointed as the Township of Scugog's Area Municipal representative to the Durham Environmental Advisory Committee: Geoffrey Carpentier;
- C) That the following citizens be appointed as At-Large members to the Durham Environmental Advisory Committee: Keiko Lui and Dennis Sallans;
- D) That the above-named citizen volunteers be advised of their appointment to the respective Advisory Committees; and
- E) That a copy of Report #2019-P-14 of the Commissioner of Planning and Economic Development be forwarded to the area municipalities.

CARRIED

**3. Other Business**

There was no other business to be considered.



**4. Adjournment**

Moved by Councillor Lee, Seconded by Councillor Highet,  
(33) That the meeting be adjourned.

CARRIED

The meeting adjourned at 9:01 AM

Respectfully submitted,

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D. Ryan, Chair

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C. Tennisco, Committee Clerk



# The Regional Municipality of Durham Report

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To: Planning and Economic Development Committee  
From: Commissioner of Planning and Economic Development  
Report: [#2019-P-15](#)  
Date: April 2, 2019

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**Subject:**

Region of Durham Site Contamination Protocol, Five Year Review, Files: L14-03-08 and D-04-27-02

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**Recommendation:**

That the Planning and Economic Development Committee recommends:

That this report be received for information.

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**Report:**

**1. Purpose and Background**

- 1.1 The purpose of this report is to advise the Planning and Economic Development Committee of the forthcoming review of the Region's Site Contamination Protocol (SCP).
- 1.2 The SCP update is intended to identify efficiencies and to provide an updated framework for remediating potentially contaminated sites throughout the Region and allow opportunities to streamline development approval processes under the *Planning Act*.
- 1.3 In 1996, the Province of Ontario assigned certain Provincial Plan Review Responsibilities to the Region of Durham including the responsibility to ensure that human health and the natural environment are adequately protected through the planning process. To fulfil this provincially-assigned role, an internal Regional "Protocol" was developed to deal with the protection of public health and safety in

relation to site contamination issues.

- 1.4 The Region's first Protocol was adopted by Council in 1997; the current version of the SCP was included in Commissioner's Report 2014-P-51 and adopted by Council in October of 2014. It is appropriate to review the document at this time to ensure that it reflects current legislation, standards, and best practices.
- 1.5 The existing SCP applies to all development applications in the Region. Prior to any development being undertaken, it is important for the approval authority (the Region or an Area Municipality as the case may be) to know the soil, and in some cases the groundwater, conditions of a property. This requirement is especially true for "sensitive" land uses like residential, parkland and certain types of institutional uses, where human habitation and outdoor recreation will take place. Soil and groundwater standards for various classifications of development are set by the Province. The bar of soil quality is higher for residential uses than it is for industrial uses, but even for non-residential development proposals, the Region is required to consider these types of site conditions before approvals are given.

## **2. Next Steps**

- 2.1 The Planning and Economic Development Department's review of the SCP will include: consultation with stakeholders; the review of applicable Provincial legislative updates and trends; as well as undertake a comparative analysis of other municipalities and identify various SCP best practices.
- 2.2 Stakeholder consultation will include: The Ministry of the Environment, Conservation and Parks (MECP); The Ministry of Municipal Affairs and Housing (MMAH); Area Municipalities; Conservation Authorities within the Region's six watersheds; Works Department; Legal Division; Risk Management Division; the Region's SCP Peer Review Roster; as well as Geoscientist and Professional Engineer firms familiar with the Region's SCP requirements.
- 2.3 A draft SCP will be presented to the Planning and Economic Development Committee by the Summer of 2019. The report will present research findings and provide an overview of stakeholder feedback.
- 2.4 Planning Division staff will report back to this Committee and Council with staff's final recommendations in the fall of 2019.

### **3. Conclusion**

3.1 A copy of this report will be forwarded to all relevant agencies and stakeholders.

Respectfully submitted,

Original signed by

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



## The Regional Municipality of Durham Report

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To: Planning and Economic Development Committee  
From: Commissioner of Planning and Economic Development  
Report: [#2019-P-16](#)  
Date: April 2, 2019

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**Subject:**

Approval to award NRFP-1066-2017 for the supply, integration, delivery, implementation, training and ongoing support of a Land Development Tracking Software System.

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**Recommendations:**

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

- A) That Phase 1 of NRFP-1066-2017 for the supply, integration, delivery, implementation and training of a Land Development Tracking Software System be awarded to Computronix Canada Ltd., at an upset limit of \$1,730,000 to be financed from within the approved project budget;
  - B) That Phase 2 of NRFP-1066-2017 for the supply, integration, delivery, implementation and training of a Land Development Tracking Software System be awarded to Computronix Canada Ltd., at an upset limit of \$300,000 upon 2020 budget approval;
  - C) That the ongoing annual maintenance and support fees, at an estimated cost of \$68,000 per year (\$272,000 for the five-year contract), be funded from the annual Planning Business Plan and Budget; and
  - D) That the Commissioner of Finance be authorized to award the contract and execute any necessary agreements.
-

**Report:****1. Purpose**

- 1.1 The purpose of this report is to recommend to Regional Council that the contract for the provision of a Land Development Tracking Software System, be awarded to Computronix Canada Ltd. in accordance with the terms and conditions of Request for Proposal #NRFP-1066-2017.

**2. Background**

- 2.1 The Purchasing Section of the Finance Department, in conjunction with the Planning and Economic Development, Works and Corporate Services – Information Technology (CS-IT) Departments, conducted a competitive RFP process to replace the existing Land Development Office (LDO) software used to track planning applications through the planning process and to monitor development trends over time.
- 2.2 The LDO software has reached end-of-life and it is vital for it to be replaced as soon as possible.
- 2.3 The new development tracking system will:
- Track land development applications through their entire life cycle creating a rich dataset that can be easily accessed and queried;
  - Streamline the application process improving efficiency for developers, agencies and planners; and
  - Provide greater transparency into the Region’s land development process by providing improved access to development application information.
- 2.4 Phase 1 of the project will replace the legacy system and will provide the foundation for Phase 2. Phase 2 will implement the on-line customer portal providing agencies, developers and the public with 24/7 access to development information.

**3. Requirements Gathering**

- 3.1 To gather requirements, a series of workshops were held with subject matter experts from Planning and Economic Development, Works and Corporate Services – Information Technology. Over 375 business and technical requirements were documented based on the existing and future needs of a development tracking system. Each were prioritized using ‘Critical’, ‘Need to Have’, and ‘Nice to Have’.

3.2 The requirements provided detail to the Scope of Work for the LDO Replacement NRFP-1066-2017.

#### 4. Financial Implications

4.1 On November 15, 2017, NRFP-1066-2017 was released. On January 23, 2018 the RFP closed and responses were received from the following two respondents:

- i. Computronix Canada Ltd.
- ii. Munirom Technologies Inc.

4.2 Each proposal was deemed compliant and evaluated using the following criteria as identified in the RFP.

i. Requirements (minimum threshold of 75%)	10%
ii. Experience, Company History, Background, Qualifications	10%
iii. Proposed Solution and Project Implementation Methodology	20%
iv. Project Staffing, Resource Qualifications and Experience	10%
v. Ongoing Support, Maintenance Services and Warranties (minimum threshold of 60% on criteria ii – v above)	10%
<b>Subtotal</b>	<b><u>60%</u></b>
vi. Pricing	15%
<b>Subtotal</b>	<b><u>75%</u></b>
vii. Presentation and Demonstration	25%
<b>Total</b>	<b><u>100%</u></b>
viii. References	(Pass/Fail)

4.3 The Evaluation Committee, made up of staff from the Planning and Economic Development, Works and Corporate Services-Information Technology Departments, carried out the evaluation of the proposals. Finance Department – Purchasing Section staff oversaw the evaluation process. The Evaluation Committee determined that Computronix Canada Ltd. best met the evaluation criteria.

4.4 The total cost of the five-year contract is approximately \$2,190,500. It is recommended that the contract be awarded in two phases.

- 4.5 Phase 1 project related costs pertaining to planning, design, data migration, configuration, implementation, training, software licenses and the first year of support and maintenance at a total estimated cost not to exceed \$1,642,500.
- 4.6 Phase 2 project related costs pertaining to configuration, implementation and training at a total cost not to exceed \$300,000.
- 4.7 The financing for Phase 1 has been approved as follows:

Council Approved Budget 2017	\$430,000
Council Approved Budget 2018	\$400,000
Council Approved Budget 2019	\$900,000
Total Approved Financing – Phase 1	<u>\$1,730,000</u>

- 4.8 Additional financing of \$300,000 will be included in the 2020 budget submission to proceed with Phase 2.
- 4.9 Ongoing annual maintenance and support fees at an estimated cost of \$68,000 per year (\$272,000 for years 2 thru 5 of the contract) will be included in future Planning Business Plans and Budgets.

## 5. Conclusion

- 5.1 It is recommended that Phase 1 of NRFP-1066-2017 be awarded to Computronix Canada Ltd. for the supply, integration, delivery, implementation and training of a Land Development Tracking Software System, and that Phase 2 of NRFP-1066-2017 be awarded to Computronix Canada Ltd. upon approval of the required financing in the 2020 Business Plans and Budgets, and that the Commissioner of Finance be authorized to execute the necessary agreements.
- 5.2 This report has been reviewed by the Commissioner of Finance who concurs with the financial recommendations.



Respectfully submitted,

Original signed by

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

Recommended for Presentation to Committee

Original signed by

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Elaine C. Baxter-Trahair  
Chief Administrative Officer



# The Regional Municipality of Durham Report

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To: Planning and Economic Development Committee  
From: Commissioner of Planning and Economic Development  
Report: [#2019-P-17](#)  
Date: April 2, 2019

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**Subject:**

Annual Subdivision/Condominium Activity Report for 2018

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**Recommendation:**

That the Planning and Economic Development Committee recommends:

That this report be received for information.

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**Report:**

**1. Purpose**

1.1 This report provides the annual overview of subdivision and condominium activity in the Region from January 1 to December 31, 2018. This overview focuses on those applications which achieved major milestones in 2018 in terms of: new applications received; applications draft approved; and plans that were registered. This report also compares the 2018 results with 2017.

**2. Summary**

2.1 This report includes tables and maps which show the extent and location of subdivision and condominium activity by area municipality in 2018. A brief summary of the 2018 information is as follows:

- **Applications Received in 2018:** 42 (23 subdivision and 19 condominium); representing 7,215 residential units (see Table 1);
- **Plans Draft Approved in 2018:** 37 (19 subdivision, 17 condominium and 1

industrial) representing 2,993 residential units and 13 industrial units (see Table 2);

- **Plans Registered in 2018:** 44 (29 subdivision and 15 condominium), representing 4,674 residential units (see Table 3);
- **Total number of Active Subdivision and Condominium Applications in Durham Region in 2018:** 366 applications (267 plans of subdivision, 99 plans of condominium) representing 30,075 draft approved residential units and 27,787 residential units in-process (i.e. not yet draft approved) (see Table 4).

### 3. Subdivision and Condominium Applications Received

- 3.1 In 2018, 42 subdivision and condominium applications were received Region-wide compared to 58 applications in 2017. Of these 42 applications, there were 23 residential plans of subdivision, 8 standard residential plans of condominium, and 11 common element plans of condominium. <sup>1</sup>
- 3.2 The total number of residential units within subdivision and standard condominium plans increased from 5,159 in 2017 to 7,215 in 2018. Approximately 52 per cent of the proposed residential units in applications received in 2018 were located in the Town of Whitby, with over three quarters of these proposed units within one development proposal situated near the waterfront/marina. The City of Oshawa and the Municipality of Clarington each accounted for about 12 per cent of the proposed residential units, while approximately 10 per cent of the proposed residential units in applications received in 2018 were located in the City of Pickering. The Township of Scugog and the Town of Ajax accounted for about 5 per cent and 4 per cent of the residential units respectively within proposed draft plans of subdivision and condominium. A small number of residential units were also within proposed draft plans of subdivision and condominium within the Townships of Brock and Uxbridge.

### 4. Draft Approved Plans

- 4.1 In 2018, 37 plans were draft approved, the same as in 2017. Of the 37 plans draft approved plans, 10 were in the form of common element plans of condominium.

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<sup>1</sup> A common element plan of condominium is typically comprised of private roadways, parking, and other common areas, and do not include any residential units.

- 4.2 The number of residential units within draft approved plans was 2,993 units in 2018, compared to 2,509 units in 2017.
- 4.3 In 2018, approximately 44 per cent (1,326) of the residential units within draft approved plans were in the City of Oshawa. About 22 per cent (659) were in the Municipality of Clarington and 13 per cent (387) were in the Town of Whitby. The remaining residential units in draft approved plans were found in the City of Pickering (303 units), the Town of Ajax (251 units), and the Township of Uxbridge (67 units).

## **5. Registered Plans**

- 5.1 The number of registrations of plans of subdivision and condominium increased from 38 in 2017 to 44 in 2018, representing an increase in residential units from 3,108 (2017) to 4,674 (2018) within these forms of development.
- 5.2 The Municipality of Clarington and the City of Pickering combined for approximately 64 per cent of the total number of residential units within plans that were registered in 2018, with 1,606 units and 1,406 units respectively. The Town of Whitby (1,043 units) and the Town of Ajax (355 units) had approximately 22 per cent and 8 per cent respectively and the City of Oshawa had approximately 2 per cent of the residential units within registered plans, with the remainder in the Townships of Brock, Scugog and Uxbridge.

## **6. Residential Units by Type**

- 6.1 The proportion of single detached units in subdivision and condominium applications received decreased significantly from 30 per cent in 2017 to 13 per cent in 2018. The proportion of townhouse units decreased slightly from 43 per cent in 2017 to 39 per cent in 2018. However, the proportion of apartments within these application types increased significantly from 25 per cent in 2017 to 47 per cent in 2018.
- 6.2 Single and semi-detached units together represented 20 per cent (609) of the total 2,993 residential units within draft approved plans in 2018, considerably lower than the 34 per cent proportion of the total 2,509 units within draft approved plans experienced in 2017. The proportion of multiple or townhouse units in draft approved plans increased slightly from 45 per cent (1,120) in 2017 to about 47 per cent (1,413) in 2018. The proportion of apartment units in draft approved plans increased significantly from 12 per cent (298) in 2017 to over 32 per cent (971) in 2018.

6.3 The proportion of single detached units in registered plans decreased slightly from 47 per cent (1,456) of the total 3,108 units in 2017 to 42 per cent (1,973) of the total 4,674 units in 2018. There was a significant increase in the proportion of townhouse units in registered plans from 27 per cent (842) in 2017 to 41 per cent (1,895) in 2018. Overall, there was a significant shift towards higher density dwellings in plans that were registered in 2018.

## **7. Active Applications**

7.1 Active applications are comprised of “In Process” applications (i.e. not yet draft approved) and “Draft Approved” plans, which includes plans where Regional conditions have been cleared but registration has not yet occurred, and where the registration extends over more than one phase. At the end of 2018, there were 366 active applications (159 In Process, 207 Draft Approved) (see Table 4). The In Process applications propose a total of 27,787 potential residential units. Approximately 60 per cent (16,726) of the In Process units are within the City of Oshawa (9,765) and the City of Pickering (6,961). There were 207 Draft Approved plans at the end of 2018, comprising 30,075 residential units. Approximately 45 per cent (13,643) of the Draft Approved units are within the City of Oshawa.

7.2 The majority of the In Process and Draft Approved units are Greenfield development. These units are predominately ground-related housing types and the total unit figure represents a healthy supply for Durham Region based on recent building activity. As well, there are also opportunities for intensification within the Built-up Area in Regional Centres and along Corridors which also provides additional housing supply in Durham.

7.3 Active applications also include industrial plans of subdivision/condominium. There are currently 10 plans which are either wholly or partially industrial (6 subdivision, 4 condominium) totalling 170.6 hectares.

## **8. Current Activity**

8.1 During the first two months of 2019, 4 new subdivision and 4 new condominium applications were received by the Region, representing 381 “In Process” residential units. In addition, 1 plan of subdivision, representing an additional 11 units, was draft approved in the first two months of 2019. There were no subdivision or condominium plans registered in the first two months of 2019.

## **9. Conclusion**

- 9.1 2018 saw an increase in the number of subdivision and condominium applications registered, a decrease in the number of applications received, and no change in the number of applications draft approved, compared to the previous year.
- 9.2 The proportion of high density (townhouse and apartment) units increased significantly while the proportion of low density (single and semi-detached) dwellings decreased relative to the total applications received, draft approved, and registered. These trends are in line with Regional and Provincial policies that support intensification and more compact urban form.
- 9.3 The number of potential residential units that are “In Process” and “Draft Approved” remained approximately the same between 2017 and 2018 and are sufficient to satisfy Regional Official Plan Policy 4.2.6, which requires that a minimum 3 year supply of residential units be available through intensification and redevelopment, and land in draft approved and registered plans of subdivision/condominium to accommodate residential growth.
- 9.4 A copy of this report will be forwarded to the Area Municipalities for their information.

## **10. Attachments**

Attachment #1: Subdivision and Condominium Applications Received in 2018

Attachment #2: Subdivision and Condominium Plans Draft Approved in 2018

Attachment #3: Subdivision and Condominium Plans Registered in 2018

Attachment #4: Active Applications by Municipality as of Year End 2018

Attachment #5: Subdivision Condominium Activity Maps by Area Municipality

Respectfully submitted,

Original signed by

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

**ATTACHMENT 1 – SUBDIVISION AND CONDOMINIUM APPLICATIONS RECEIVED IN 2018**

MUNICIPALITY	RESIDENTIAL SUBDIVISION APPLICATIONS	RESIDENTIAL CONDOMINIUM APPLICATIONS	INDUSTRIAL APPLICATIONS	COMMON ELEMENT CONDOMINIUM APPLICATIONS	SINGLE DETACHED UNITS	SEMI DETACHED UNITS	MULTIPLE ATTACHED UNITS	APARTMENT UNITS	TOTAL
AJAX	2	0	0	0	0	0	322	0	322
BROCK	1	0	0	0	144	54	30	0	228
CLARINGTON	3	4	0	4	172	0	189	490	851
OSHAWA	3	0	0	1	85	0	618	150	853
PICKERING	3	4	0	2	0	40	474	240	754
SCUGOG	3	0	0	0	240	0	113	0	353
UXBRIDGE	2	0	0	2	0	0	125	0	125
WHITBY	6	0	0	2	304	0	920	2,505	3,729
DURHAM	23	8	0	11	945	94	2,791	3,385	7,215

**ATTACHMENT 2 – SUBDIVISION AND CONDOMINIUM PLANS DRAFT APPROVED IN 2018**

MUNICIPALITY	RESIDENTIAL SUBDIVISION APPLICATIONS	RESIDENTIAL CONDOMINIUM APPLICATIONS	INDUSTRIAL APPLICATIONS	COMMON ELEMENT CONDOMINIUM APPLICATIONS	SINGLE DETACHED UNITS	SEMI DETACHED UNITS	MULTI FAMILY UNITS	APARTMENT UNITS	TOTAL
AJAX	2	0	0	2	0	29	222	0	251
BROCK	0	0	0	0	0	0	0	0	0
CLARINGTON	4	3	0	2	56	0	54	549	659
OSHAWA	8	2	0	4	274	0	642	410	1326
PICKERING	2	1	0	2	7	0	296	0	303
SCUGOG	0	0	0	0	0	0	0	0	0
UXBRIDGE	1	0	0	0	0	0	55	12	67
WHITBY	2	1	1*	0	165	78	144	0	387
DURHAM	19	7	1	10	502	107	1,413	971	2,993

\* The above draft approval of an industrial Plan of Subdivision involves the creation of 13 lots ranging in size from 0.31 Ha to 0.62 Ha.



**ATTACHMENT 3 – SUBDIVISION AND CONDOMINIUM PLANS REGISTERED IN 2018**

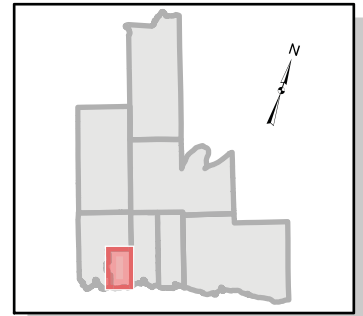
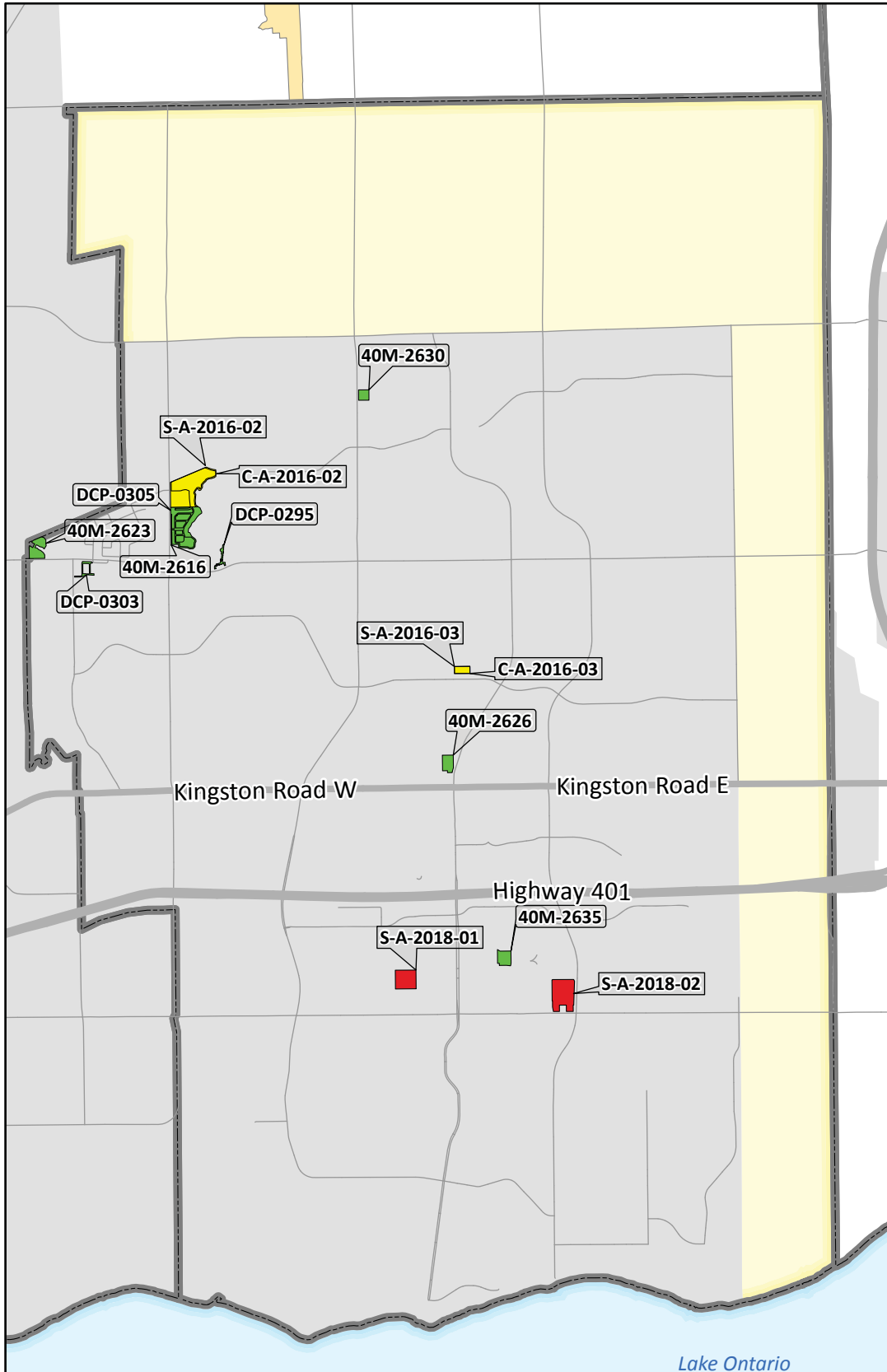
MUNICIPALITY	RESIDENTIAL SUBDIVISION REGISTRATIONS	RESIDENTIAL CONDOMINIUM REGISTRATIONS	INDUSTRIAL REGISTRATIONS	COMMON ELEMENT CONDOMINIUM REGISTRATIONS	SINGLE DETACHED UNITS	SEMI DETACHED UNITS	MULTI FAMILY UNITS	APARTMENTS	TOTAL
AJAX	5	0	0	3	48	0	244	63	355
BROCK	1	0	0	0	52	0	0	0	52
CLARINGTON	9	1	0	2	404	80	585	537	1606
OSHAWA	2	0	0	2	92	0	0	0	92
PICKERING	5	0	0	1	682	0	646	78	1406
SCUGOG	1	0	0	0	53	0	0	0	53
UXBRIDGE	1	0	0	0	0	0	55	12	67
WHITBY	5	2	0	4	642	0	365	36	1043
DURHAM	29	3	0	12	1,973	80	1,895	726	4,674

**ATTACHMENT 4 – ACTIVE SUBDIVISION AND CONDOMINIUM APPLICATIONS BY MUNICIPALITY IN 2018**

MUNICIPALITY	IN PROCESS RESIDENTIAL SUBDIVISION APPLICATIONS	IN PROCESS RESIDENTIAL CONDOMINIUM APPLICATIONS	DRAFT APPROVED RESIDENTIAL SUBDIVISION APPLICATIONS	DRAFT APPROVED RESIDENTIAL CONDOMINIUM APPLICATIONS	TOTAL	IN PROCESS RESIDENTIAL UNITS	DRAFT APPROVED RESIDENTIAL UNITS	TOTAL UNITS
AJAX	9	1	20	8	38	1,781	1,333	3,114
BROCK	5	2	7	1	15	704	931	1,635
CLARINGTON	17	8	33	9	67	2,022	4,472	6,494
OSHAWA	18	9	23	17	67	9,765	4,338	14,103
PICKERING	26	13	32	9	80	6,961	13,643	20,604
SCUGOG	10	0	12	2	24	530	530	1,060
UXBRIDGE	6	5	5	1	17	385	72	457
WHITBY	22	8	22	6	58	5,639	4,756	10,395
DURHAM	113	46	154	53	366	27,787	30,075	57,862



# 2018 SUBDIVISION/CONDOMINIUM ACTIVITY AJAX URBAN AREA



<span style="color: red;">■</span>	2018 Received
<span style="color: yellow;">■</span>	2018 Draft Approved
<span style="color: green;">■</span>	2018 Registered
<span style="color: orange;">■</span>	Hamlet
<span style="color: grey;">■</span>	Urban Area

**Received:**

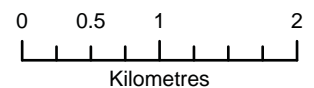
- S-A-2018-01 167 Hunt Street Ltd. (Stafford Homes)
- S-A-2018-02 Bayley Salem Developments Limited

**Draft Approved:**

- C-A-2016-02 Cougs (Duffins Village) Ltd.
- C-A-2016-03 Your Home Developments (Grayson) Inc.
- S-A-2016-02 Cougs (Duffins Village) Ltd.
- S-A-2016-03 Your Home Developments (Grayson) Inc.

**Registered:**

- DCP-0305 Cougs (Workmans) Ltd.
- DCP-0303 2399478 Ontario Inc.-Dugald Wells
- DCP-0295 Haber Homes (The Forest) Ltd.
- 40M-2623 Jizoco Developments Ltd.
- 40M-2616 Cougs (Workmans) Ltd.
- 40M-2626 Your Home Developments (Old Harwood) Inc.
- 40M-2635 King's Crescent Developments Inc.
- 40M-2630 Quantum Falls Development Inc. (Westglen House)



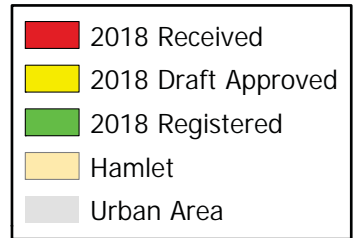
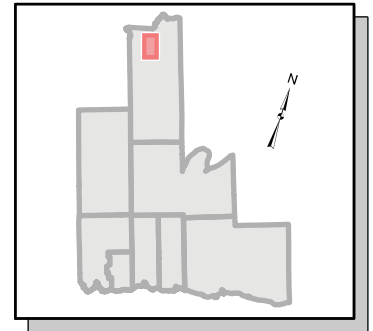
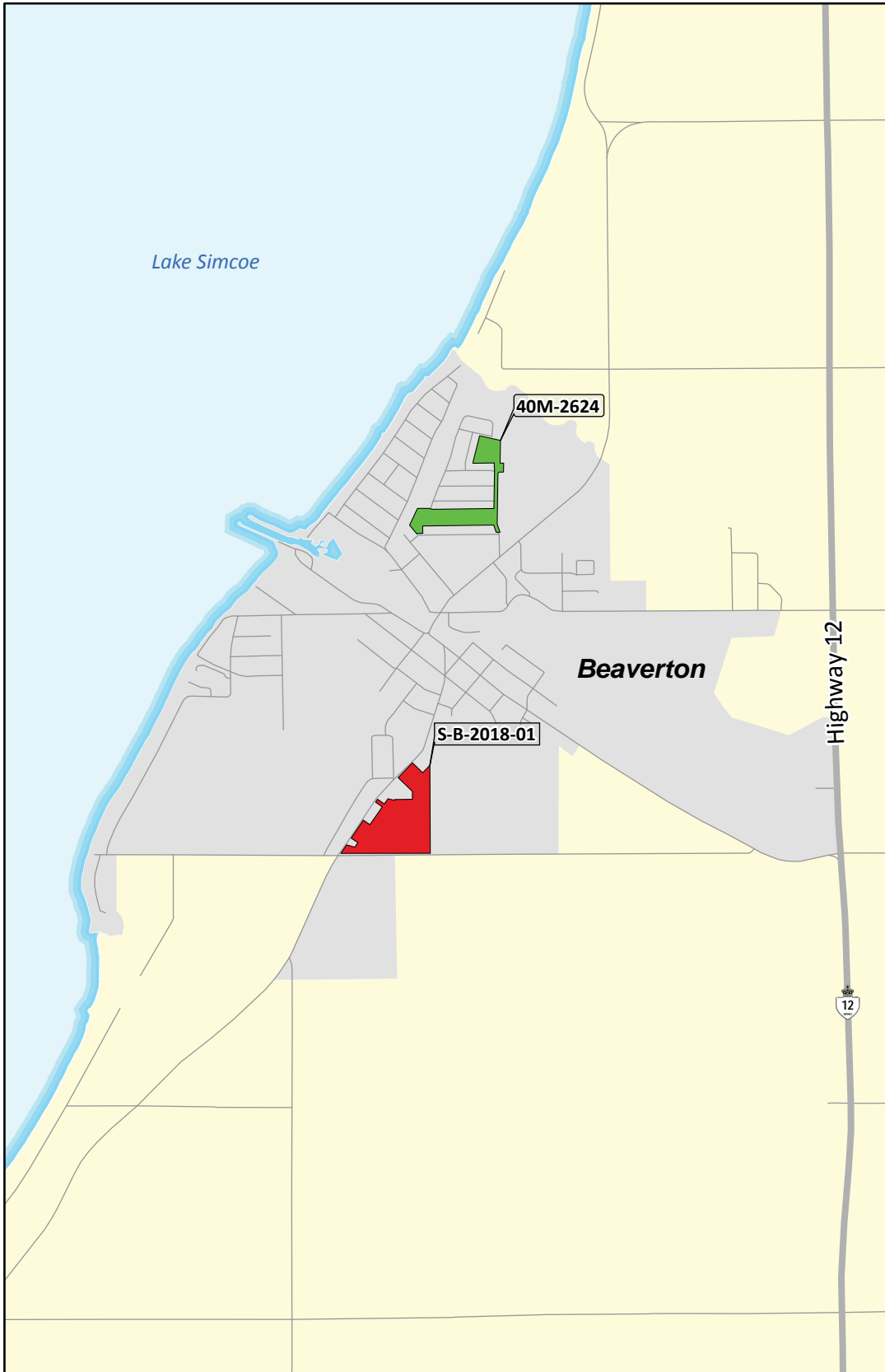
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# 2018 SUBDIVISION/CONDOMINIUM ACTIVITY BEAVERTON URBAN AREA, BROCK TOWNSHIP

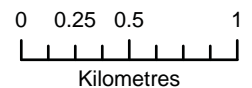


Received:

S-B-2018-01 Beaverton Lake Homes/Best Homes Ltd.

Registered:

40M-2624 Marydel Homes Inc.



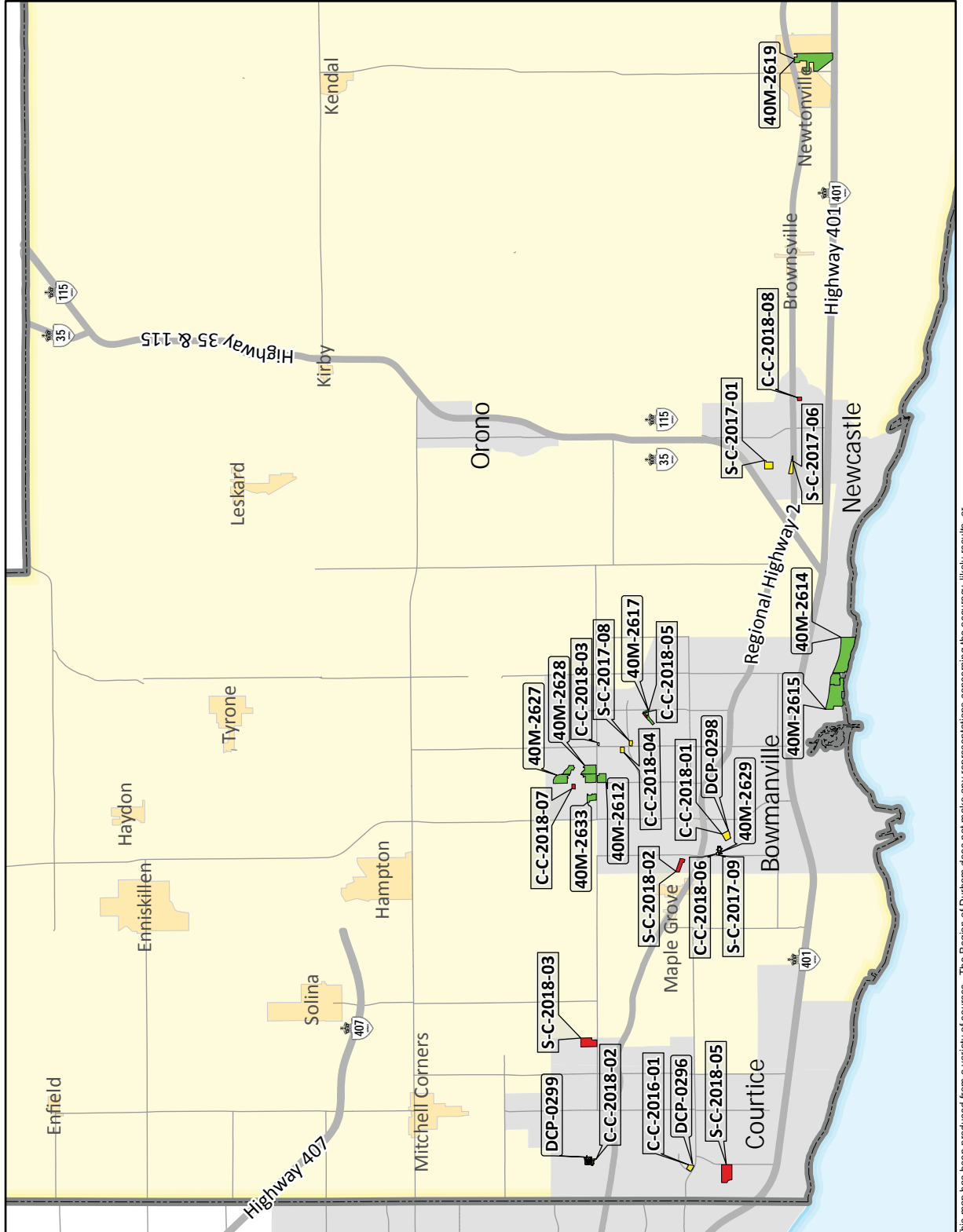
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**Citation:** Digital cartography by The Regional Municipality of Durham, Planning Department, March, 2019.



# 2018 SUBDIVISION/CONDOMINIUM ACTIVITY CLARINGTON URBAN AREA



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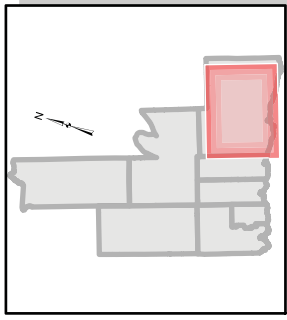
- C-C-2018-01 Aspen Gardens Ltd.
- C-C-2018-02 Tooley Mills Developments Inc.
- C-C-2018-03 Holland Homes
- C-C-2018-04 Bowmanville Apartments Inc.
- C-C-2018-05 Avenon Homes (Bowmanville) Inc.
- C-C-2018-06 Modo Bowmanville Towns Ltd.
- C-C-2018-07 Akero Developments Inc.
- C-C-2018-08 Brightstar Newcastle Corporation
- S-C-2018-02 Modo Bowmanville Urban Towns Ltd.
- S-C-2018-03 Trolleybus Urban Development Inc.
- S-C-2018-05 Delpark Homes (Prestonvale) Inc.

**Draft Approved:**

- C-C-2016-01 Prestonvale Heights Limited
- C-C-2018-01 Aspen Gardens Ltd.
- C-C-2018-02 Tooley Mills Developments Inc.
- C-C-2018-03 Holland Homes
- C-C-2018-04 Bowmanville Apartments Inc.
- S-C-2017-01 Lindvest Properties (Clarington) Limited
- S-C-2017-06 Tornat Newcastle Limited
- S-C-2017-08 2510267 Ontario Ltd. c/o Rosella Canonaco
- S-C-2017-09 WED Investments Ltd.

**Registered:**

- DCP-0296 Prestonvale Heights Limited
- DCP-0298 Aspen Gardens Ltd.
- DCP-0299 Tooley Mills Developments Inc.
- 40M-2619 2408428 Ontario Inc.
- 40M-2617 Averton Homes Inc.
- 40M-2614 Port Darlington
- 40M-2633 Northglen Landowners Group (2265719 Ontario Inc.)
- 40M-2627 Northglen East Subdivision
- 40M-2628 Northglen East Subdivision
- 40M-2612 Pollux Developments Inc.
- 40M-2615 Port Darlington Land Corporation
- 40M-2629 WED Investments Ltd.

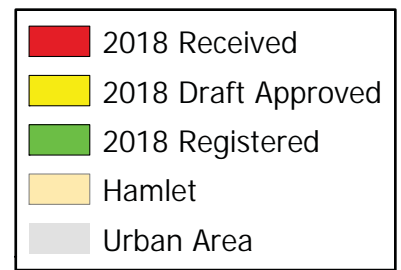
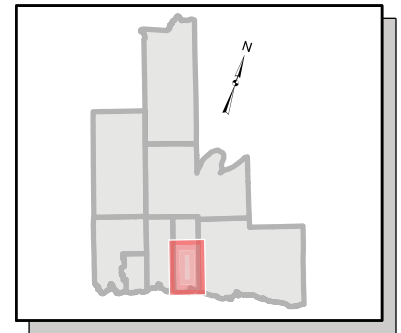
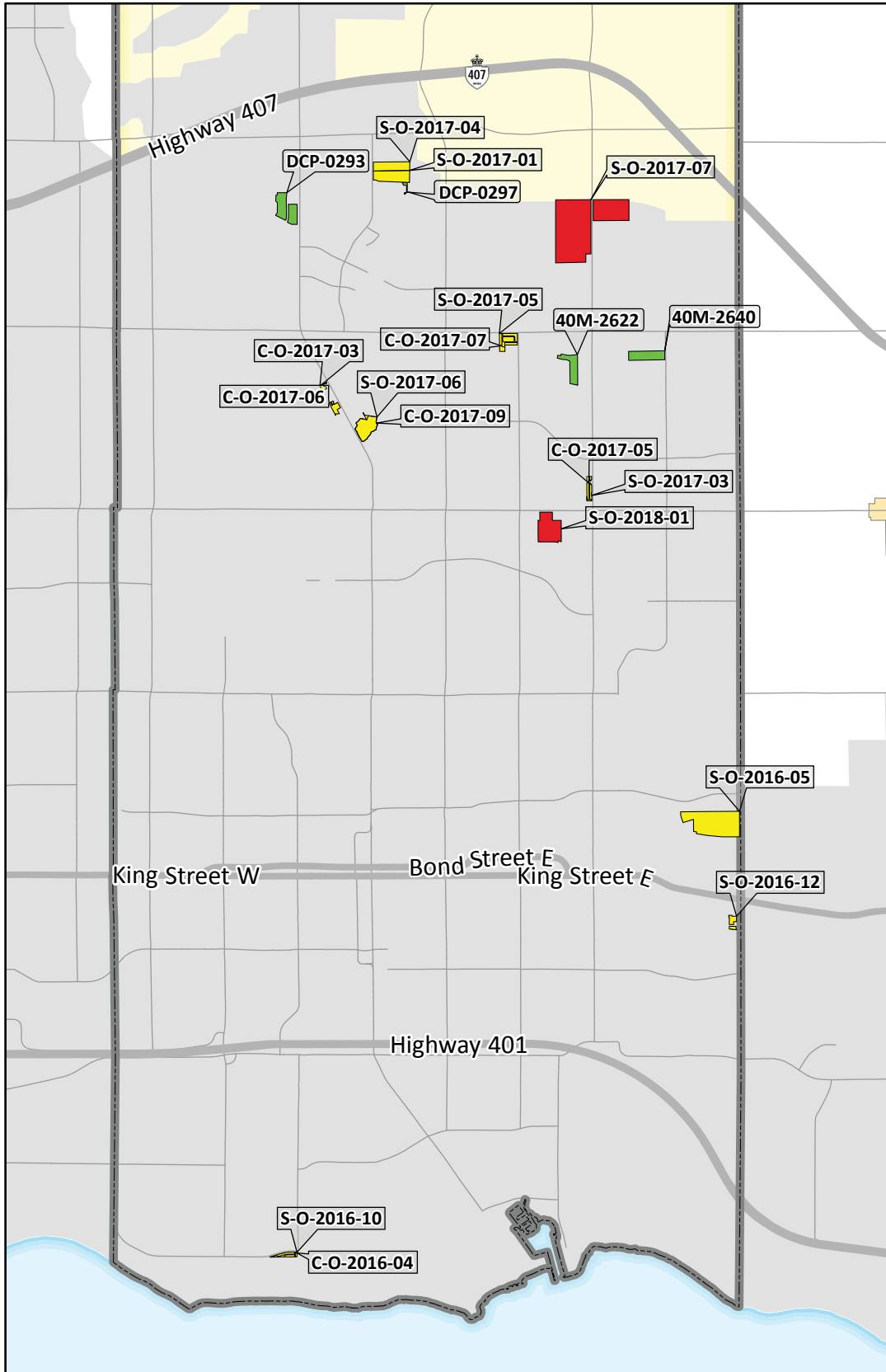


■ 2018 Received  
■ 2018 Draft Approved  
■ 2018 Registered  
■ Hamlet  
■ Urban Area





# 2018 SUBDIVISION/CONDOMINIUM ACTIVITY OSHAWA URBAN AREA



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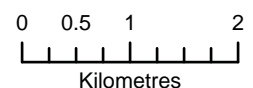
- C-O-2017-09 Podium Developments/1569  
Simcoe Street North Ltd.
- S-O-2017-06 Podium Developments/1569  
Simcoe Street North Ltd.
- S-O-2017-07 Minto (Harmony Road) LP
- S-O-2018-01 Whitby Meadows Inc.

### Draft Approved:

- C-O-2016-04 SO Developments Inc./Graywood  
Developments
- C-O-2017-03 Podium Developments  
(1900 Simcoe Street North Ltd.)
- C-O-2017-05 Initialcorp (Harmony Road) Inc.
- C-O-2017-06 Podium Developments  
(1800 Simcoe Street North Ltd.)
- C-O-2017-07 Stafford Homes Ltd.
- C-O-2017-09 Podium Developments/1569  
Simcoe Street North Ltd.
- S-O-2016-05 Kingsway College c/o Jeremy O'Dell
- S-O-2016-10 SO Developments Inc./Graywood  
Developments
- S-O-2016-12 1494339 Ontario Limited
- S-O-2017-01 Weston Consulting
- S-O-2017-03 Initialcorp (Harmony Road) Inc.
- S-O-2017-04 Weston Consulting
- S-O-2017-05 Stafford Homes Ltd.
- S-O-2017-06 Podium Developments/1569  
Simcoe Street North Ltd.

### Registered:

- DCP-0293 2157236 Ontario Limited
- DCP-0297 Lindenbrook Properties/2380409 Ontario Inc.
- 40M-2622 825901 Ontario Ltd. et al
- 40M-2640 North Grandview Inc. (Delpark Homes - Oshawa)



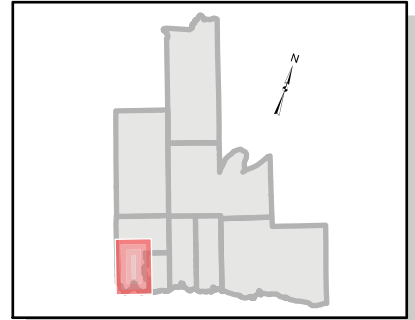
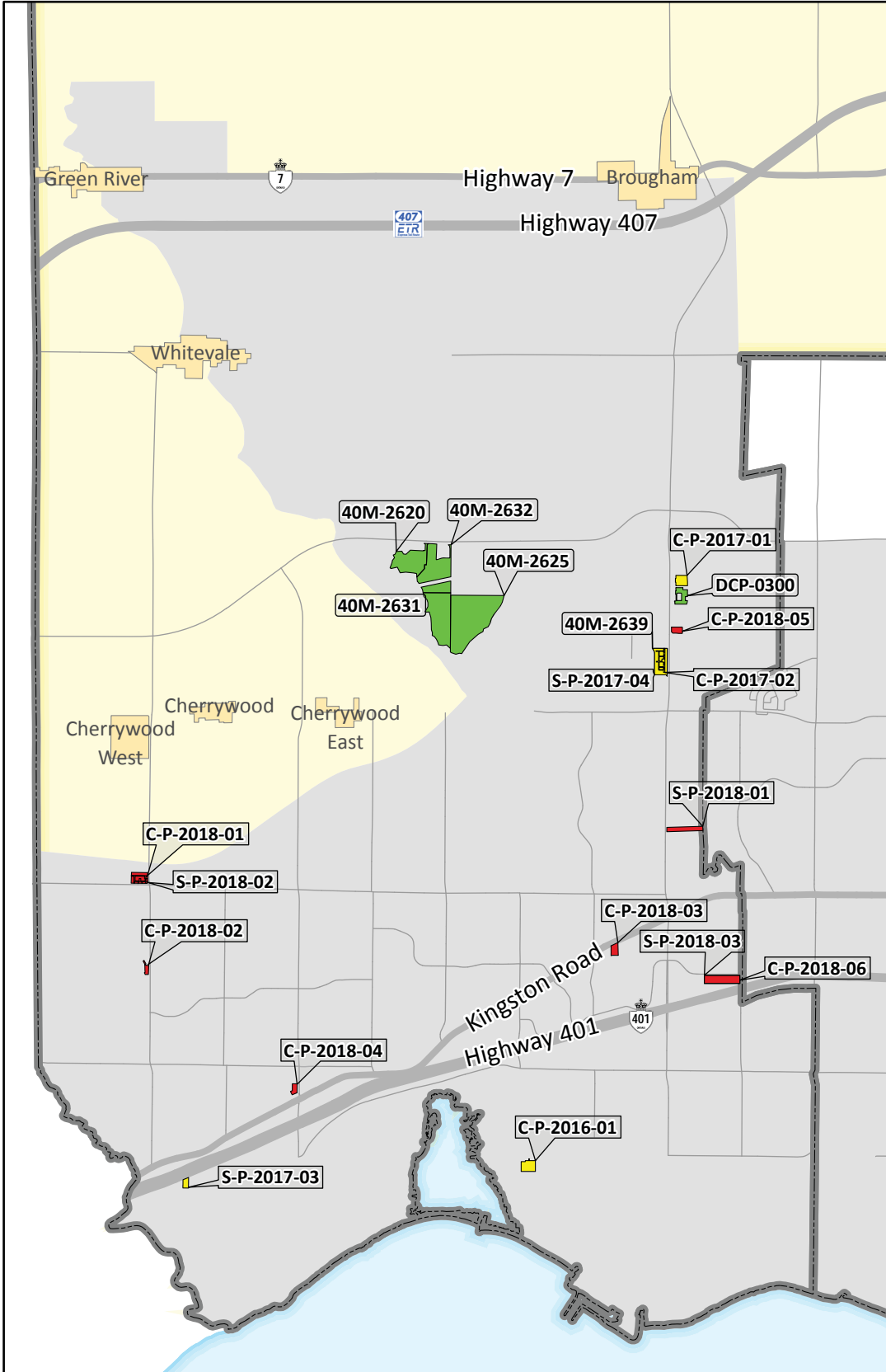
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# 2018 SUBDIVISION/CONDOMINIUM ACTIVITY PICKERING URBAN AREA



<span style="display:inline-block; width:15px; height:15px; background-color:red;"></span>	2018 Received
<span style="display:inline-block; width:15px; height:15px; background-color:yellow;"></span>	2018 Draft Approved
<span style="display:inline-block; width:15px; height:15px; background-color:green;"></span>	2018 Registered
<span style="display:inline-block; width:15px; height:15px; background-color:orange;"></span>	Hamlet
<span style="display:inline-block; width:15px; height:15px; background-color:lightgrey;"></span>	Urban Area

**Received:**

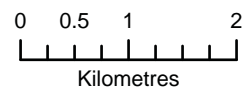
- C-P-2018-01 Icon Forest District Limited
- C-P-2018-02 Altona Road Subdivision Ltd.
- C-P-2018-03 Marshall Homes (Centre Point) Inc. (2450734 Ontario Inc.)
- C-P-2018-04 Icon Dunfair Limited
- C-P-2018-05 Gironde Community Development Inc.
- C-P-2018-06 Metropia (Notion Road) Development Inc.
- S-P-2018-01 Skale (2165 Brock) Inc.
- S-P-2018-02 Icon Forest District Limited
- S-P-2018-03 Metropia (Notion Road) Development Inc.

**Draft Approved:**

- C-P-2016-01 Madison Liverpool Limited
- C-P-2017-01 Averton (Brock) Limited
- C-P-2017-02 Madison Brock Limited
- S-P-2017-03 2554569 Ontario Inc.
- S-P-2017-04 Madison Brock Limited

**Registered:**

- DCP-0300 Averton (Brock) Limited
- 40M-2631 Zavala Developments Inc.
- 40M-2625 Hunley Homes Limited
- 40M-2620 Mattamy (Seaton) Limited
- 40M-2632 Mattamy (Seaton) Limited
- 40M-2639 Madison Brock Limited



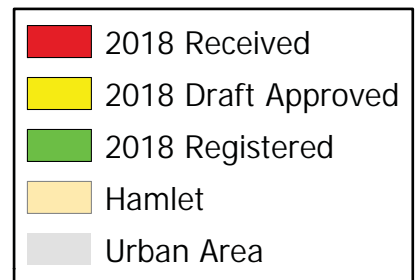
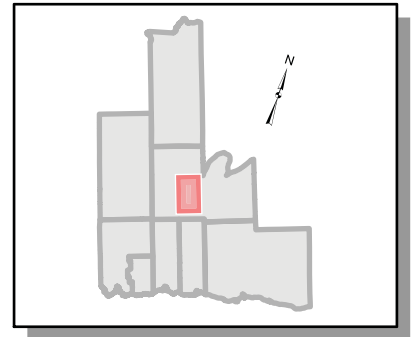
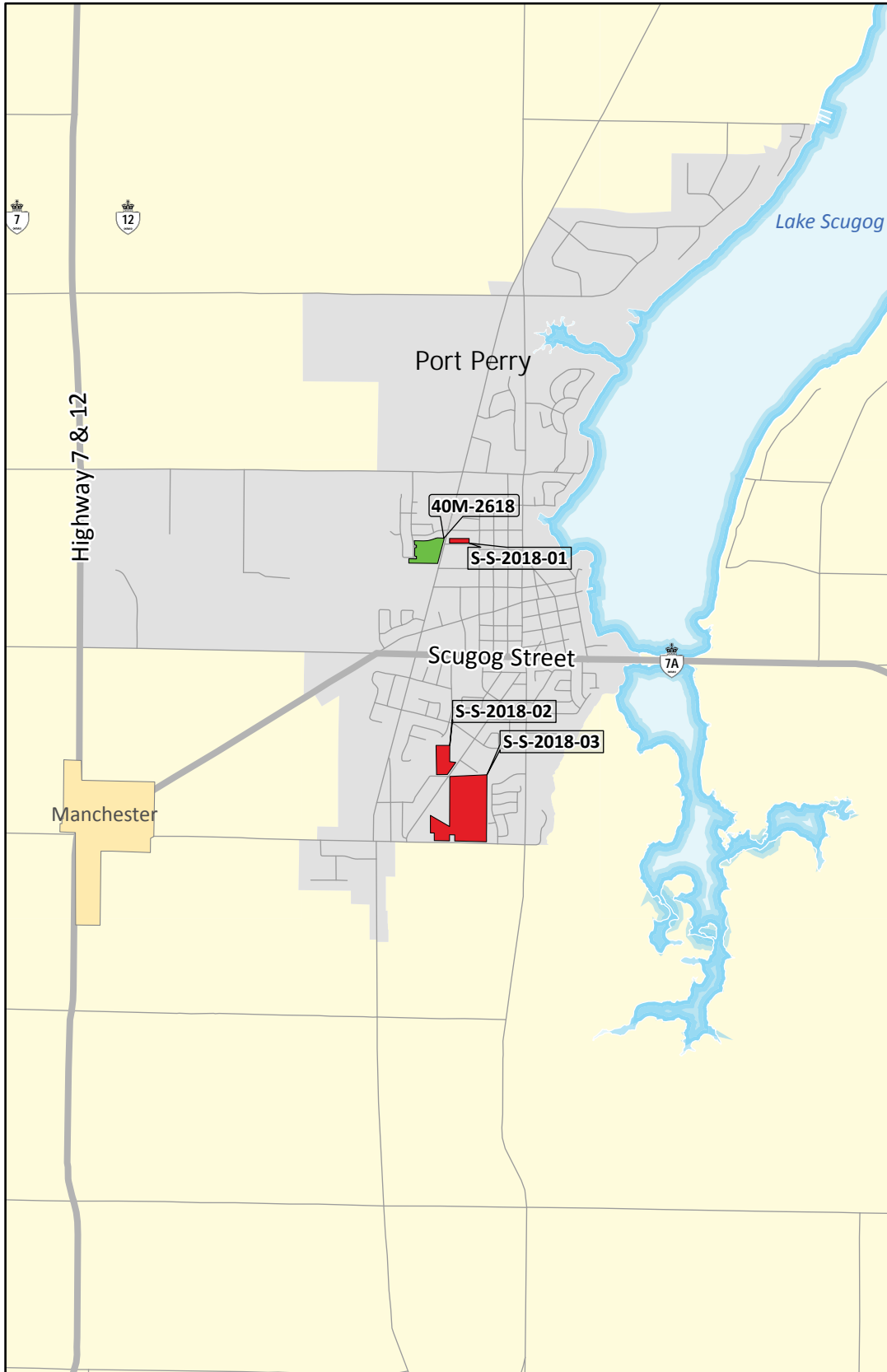
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**Citation:** Digital cartography by The Regional Municipality of Durham, Planning & Economic Development Department, Planning Division, March, 2019.



# 2018 SUBDIVISION/CONDOMINIUM ACTIVITY PORT PERRY URBAN AREA, TOWNSHIP OF SCUGOG

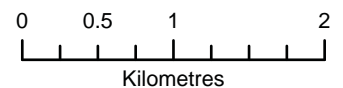


**Received:**

- S-S-2018-01 Oxnard Port Perry Inc.
- S-S-2018-02 Chieftan Development Corporation
- S-S-2018-03 Delpark Homes

**Registered:**

- 40M-2618 Cawkers Creek Corporation



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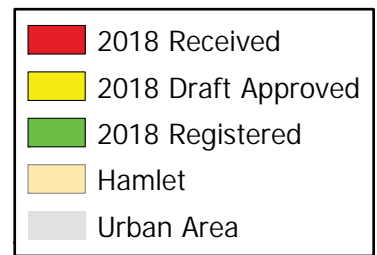
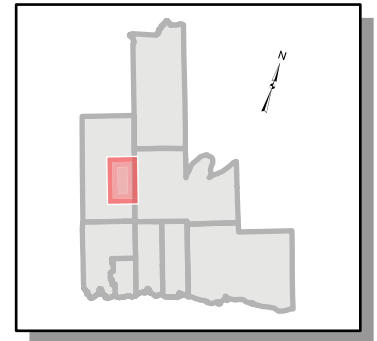
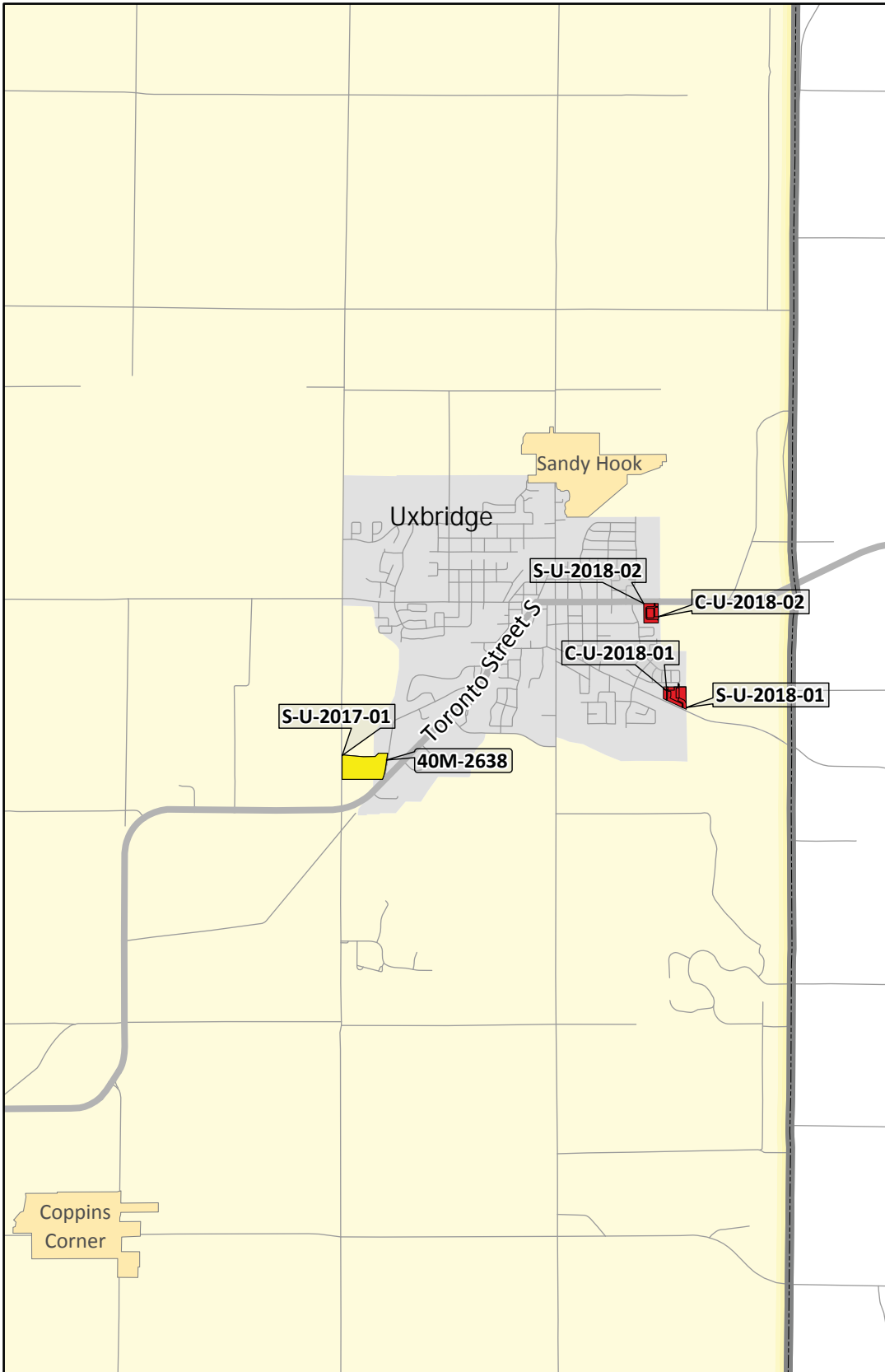
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**Citation:** Digital cartography by The Regional Municipality of Durham, Planning & Economic Development Department, Planning Division, March, 2019.





# 2018 SUBDIVISION/CONDOMINIUM ACTIVITY UXBRIDGE URBAN AREA



**Received:**

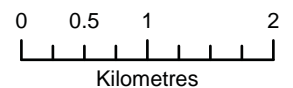
- C-U-2018-01 2452595 Ontario Ltd.
- C-U-2018-02 Weston Lane Developments
- S-U-2018-01 2452595 Ontario Ltd.
- S-U-2018-02 West Lane Developments

**Draft Approved:**

- S-U-2017-01 Moorefield Properties Ltd.

**Registered:**

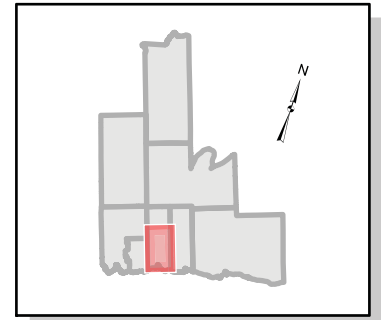
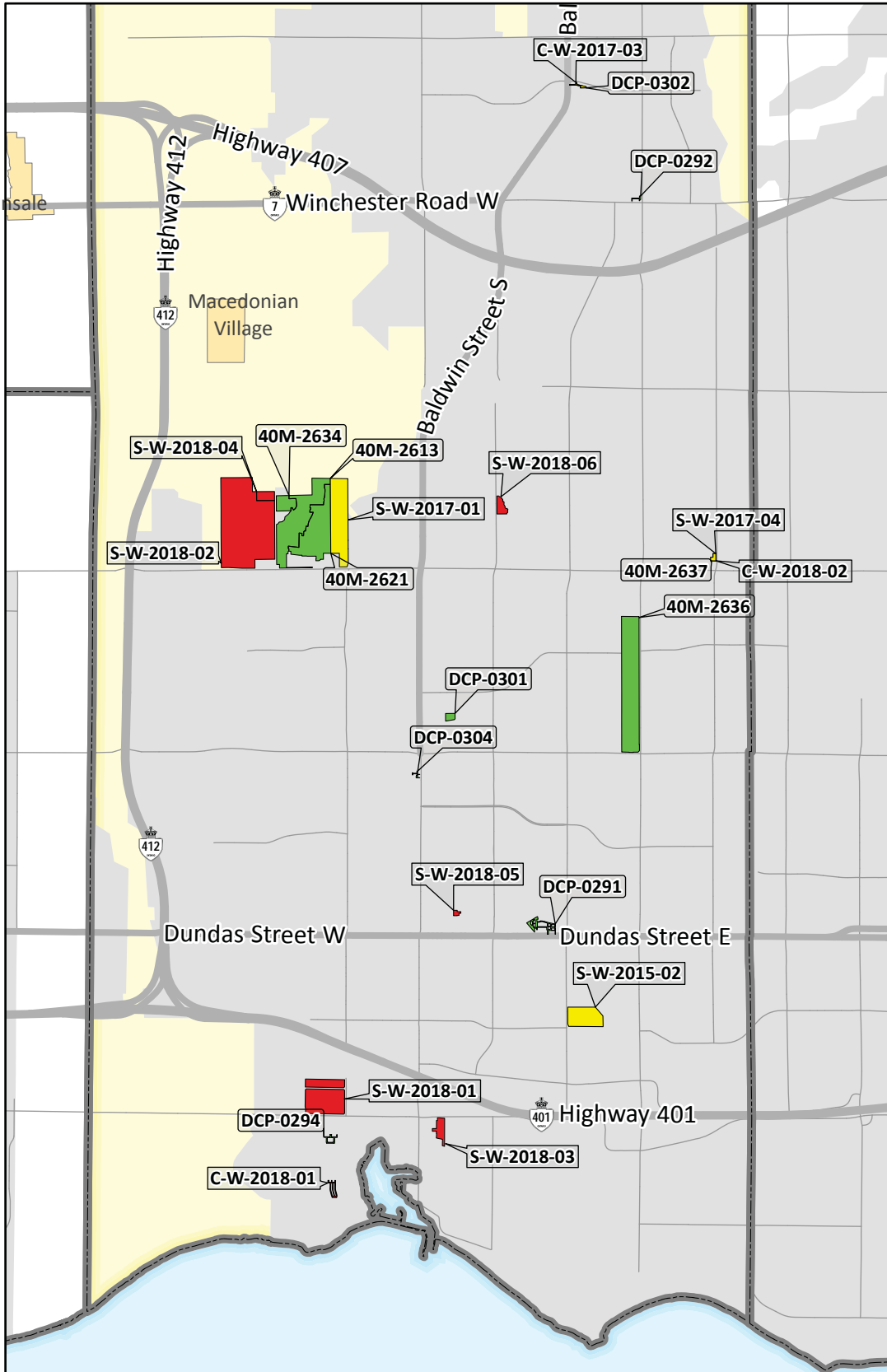
- 40M-2638 Moorefield Properties Ltd.



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# 2018 SUBDIVISION/CONDOMINIUM ACTIVITY WHITBY URBAN AREA



<span style="color: red;">■</span>	2018 Received
<span style="color: yellow;">■</span>	2018 Draft Approved
<span style="color: green;">■</span>	2018 Registered
<span style="color: orange;">■</span>	Hamlet
<span style="color: grey;">■</span>	Urban Area

**Received:**

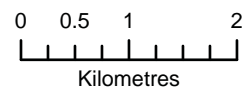
- C-W-2018-01 Gordon Scadding Developments Limited
- C-W-2018-02 2500564 Ontario Limited
- S-W-2018-01 Nordeagle Developments Ltd.
- S-W-2018-02 HAW Limited Partnership/Heathwood Homes
- S-W-2018-03 Block Andrin (Whitby) Developments Limited
- S-W-2018-04 4300 Country Lane Developments
- S-W-2018-05 Sabrina Homes Inc.
- S-W-2018-06 Signature 4335 Garden Inc.

**Draft Approved:**

- C-W-2017-03 Brooklin Meadows Limited
- S-W-2015-02 1696352 Ontario Ltd.
- S-W-2017-01 Cedar City TFP Whitby Developments Inc.
- S-W-2017-04 2500564 Ontario Limited

**Registered:**

- DCP-0301 Whitby (Brock and Rossland) Developments
- DCP-0292 Brooklin Meadows Limited
- DCP-0294 Courtrice North Inc.
- DCP-0304 Matanda Homes Limited
- DCP-0291 1010 Dundas East Developments Inc.
- DCP-0302 Brooklin Meadows Limited
- 40M-2613 Heathwood Homes (Whitby Country Lane) Limited
- 40M-2621 Heathwood Homes (Whitby Country Lane) Limited
- 40M-2634 Heathwood Homes (Whitby Country Lane) Limited
- 40M-2636 Minto (Rossland) Inc.
- 40M-2637 2500564 Ontario Limited



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**Citation:** Digital cartography by The Regional Municipality of Durham, Planning & Economic Development Department, Planning Division, March, 2019.



# The Regional Municipality of Durham Report

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To: Planning and Economic Development Committee  
From: Commissioner of Planning and Economic Development  
Report: [#2019-P-18](#)  
Date: April 2, 2019

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**Subject:**

Durham Regional Cycling Plan Update

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**Recommendation:**

That the Planning and Economic Development Committee recommends:

That this report be received for information.

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**Report:**

**1. Purpose**

1.1 The purpose of this report is to inform the Planning and Economic Development Committee that work has started on an update to the Durham Regional Cycling Plan (RCP). The RCP is intended to be a sustainable transportation strategy, consistent with the objectives of the Regional Official Plan and the new Transportation Master Plan (TMP). The purpose of the RCP is to guide the Region as it works with its area municipalities to implement a comprehensive, region-wide cycling network.

1.2 A more detailed report will be presented in the coming months to highlight the progress of the update to the RCP.

**2. Background**

2.1 The last update to the RCP was completed in November 2012. Since then, several new transportation plans have been approved, including the Durham TMP (December 2017), the Provincial Growth Plan (July 2017), #CycleON Province-wide Cycling Network Study (April 2018), the Metrolinx Regional Transportation Plan

(March 2018). Further, there are several area municipal TMPs and active transportation plans that have been approved (or are in progress) since the RCP, including Pickering, Ajax, Whitby, Oshawa and Clarington. As such, the purpose of this RCP is to undertake a comprehensive review and completion of a new RCP to include new information and recommendations from other Plans and policies.

2.2 The Durham TMP speaks to a need to update the RCP, as it makes several key recommendations towards making cycling and walking more attractive in the Region (Direction #3) and promoting more sustainable travel choices (Direction #5). In particular, as it relates to supporting cycling, the TMP recommends several related actions, including:

- A review and update to the cycling network identified in the RCP and integrated into the TMP (Action #32);
- Improving cycling access across and through intersections through design features (Action #38);
- Working with area municipalities and Metrolinx to explore secure bike parking at major transit hubs and public bike share systems (Action #42); and
- The creation and maintenance a Regional cycling map (Action #73).

2.3 Undertaking an update to the RCP will allow the Region to address several issues raised during the TMP process related to cycling (e.g., addressing network gaps, coordination of infrastructure building, etc.), and provide the Region's key cycling stakeholders (area municipal staff, cycle groups, etc.) an opportunity to ensure we are meeting the needs of the Region's residents by ensuring cycling is a viable and safe transportation mode. This work is also supportive of the Region's Vision Zero initiative that aims to increase road safety and reduce the number of traffic incidents and deaths on Regional roads.

### **3. Scope of Work**

3.1 To comprehensively review the 2012 RCP, this project will draw upon the expertise of internal staff, external consultants and the public. An overview of what will be reviewed as part of the update to the RCP includes:

- a) Goals, Policies and Actions – The 2012 goals and actions will be reviewed, updated and more focused in delineating what the RCP is and is not.

- b) Review Provincial and Area Municipal Plans – Since 2012, several new cycling related plans and policies have been produced that need to be reflected into the updated RCP.
- c) Financing the Plan – Research on best funding practices are needed to ensure that the RCP and cycling infrastructure are appropriately funded in the short, medium and long term. A review of current supports and challenges will be undertaken to ensure that the Region’s TMP cycling actions and the RCP can be implemented in a timely fashion.
- d) A Review of the Current and Future Primary Cycling Network (PCN) – The 2012 RCP laid out the Region’s PCN, which was incorporated into the TMP with several updates including the development of a Short-Term Cycling Network to implement over the next decade. Since the TMP was approved, this network map needs to be updated again, including showing what segments have been built, what segments remain to be built and explore opportunities for expanding the PCN. Further, there should be an agreed upon practice with the area municipalities to keep the broader network across the Region up-to-date.
- e) Bicycle Facilities – The current RCP lacks details around end-of-trip facilities (bike racks, lockers, showers, repair facilities, etc.). An updated RCP will explore recommendations for bicycle parking and other related cycling facilities.
- f) Major Nodes and Destinations – A preliminary understanding of where are the major trip generators, and how the Region can better serve these destinations needs to be examined. This can include, for example, GO Stations, community centres, large educational centres, etc. In addition, how the Regional Trail Network (RTN) can best be integrated into the RCP will be explored.
- g) Implementation Plan – An update to the RCP will include a more detailed implementation plan to show who is responsible for road programs versus infill cycling delivery, when certain segments of the RCP should be built, along with other recommendations in the RCP. There is also priority need to address the current status of the Short-Term Cycling Network, particularly standalone “infill projects” identified through the TMP to address gaps in the

existing PCN, to ensure there are continuous networks in place across the Region through the RCP's early implementation.

- h) **Monitoring of Performance Measures** – A system needs to be put in place to monitor the progress to build out the RCP, to ensure work is kept on track and to ensure the Region is using the best possible practices in the field.
- i) **Capacity (Time and Staff)** – Many of the best cycling plans include an assessment to address staffing and time resources required to support them. This is an important component as it enables the RCP to be realistic in what can be achieved within certain timeframes.
- j) **Signage and Wayfinding** – Currently, there is little to no signage along most of the Region's cycling routes. Area municipalities have requested that the Region take a leadership role and signage is considered an important component to any cycle route for both cyclists and motorists.
- k) **Mitigating Risks** – An analysis of strategies for mitigating risks and minimizing Regional liability will be undertaken.
- l) **Design Guidelines for Types of Facilities** – Best practices in designing cycling infrastructure will be explored and implemented into new cycling infrastructure. The current RCP outlines different cycling facility types, based on draft Ontario Traffic Manual (OTM) Book 18 design guidelines (in progress at the time), but needs to be updated to recognize new information (e.g. Class Environmental Assessments for specific road projects since 2012, ongoing update of OTM Book 18) and to ensure the most appropriate and effective facility types are being recommended through the plan.
- m) **Life Cycle Costing** – An assessment of capital and operating costs associated with maintaining all proposed infrastructure will be completed, with all costs broken down according to Regional and Local responsibility.

#### **4. Conclusion and Next Steps**

- 4.1 The Regional Cycling Plan (RCP) is an important sustainable transportation plan to assist and guide both the Region and area municipalities to further develop cycling routes across the Region.

4.2 Background work and stakeholder consultation has already begun as part of this work. The Region is currently in the process of retaining the services of a consultant to assist staff in updating the RCP. A project kick-off presentation will take place at the Durham Active Transportation Committee inaugural meeting on May 9, 2019.

Respectfully submitted,

Original signed by

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



# The Regional Municipality of Durham Report

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To: Planning and Economic Development Committee  
From: Commissioner of Planning and Economic Development  
Report: [#2019-P-19](#)  
Date: April 2, 2019

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**Subject:**

Recommendation for Award of RFP 1087-2018 – Growth Management Study, File: D12-01

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**Recommendation:**

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

- A) That in response to the Request for Proposals RFP-1087-2018 (the "RFP"), the firm of Urban Strategies Inc. be retained to provide consulting and related services for the Envision Durham Growth Management Study required for the Region's Municipal Comprehensive Review;
- B) That financing for external consulting services in the estimated amount of up to \$835,800 be provided as follows:
- |      |                                                       |                  |
|------|-------------------------------------------------------|------------------|
| i.   | Development Charge Studies Reserve Fund               | \$180,000        |
| ii.  | Property taxes (Non-Departmental), prior year funding | \$400,000        |
| iii. | Property taxes (Non-Departmental), 2019 budget        | <u>\$255,800</u> |
|      | TOTAL                                                 | <u>\$835,800</u> |
- C) That the Commissioner of Finance be authorized to execute the Consulting Services Agreement and any amendments required to complete the work.
-



**Report:****1. Purpose**

1.1 The purpose of this report is to seek approval to award RFP 1087-2018 to Urban Strategies for the Envision Durham Growth Management Study as part of the Municipal Comprehensive Review (MCR) of the Durham Regional Official Plan (ROP).

**2. Background**

2.1 The Region's Planning Division is undertaking a MCR of the ROP. The ROP is Council's core planning document that guides Regional decision-making on long term growth and development.

2.2 A resolution was passed by Regional Council on May 9, 2018 providing authorization to proceed with the MCR entitled "Envision Durham". "Envision Durham" will culminate in the preparation of a new Official Plan that provides a policy framework with the following objectives:

- implements Provincial Plans and Policy Statements;
- plans and manages growth to support a strong and competitive economy;
- builds compact, vibrant, healthy and complete, sustainable communities;
- promotes strategic growth areas, including urban growth centres, major transit station areas and other centres and corridor locations, as the primary focus for intensification;
- optimizes the use of existing and future planned infrastructure;
- plans for transit supportive densities;
- results in an appropriate mix of residential housing types to achieve growth forecast;
- protects agricultural lands;
- conserves valuable natural resources for current and future generations;
- plans for the use of land and resources in an efficient manner;
- results in an appropriate mix of employment land uses to achieve growth forecast; and
- maintains a sufficient supply of employment lands in suitable locations.

2.3 To complete the MCR process, a comprehensive Growth Management Study is required. The Envision Durham Growth Management Study will determine how much urban land will be required to accommodate the Growth Plan forecast of 1.19

million residents and 430,000 jobs by 2041. The Study will also consider employment area conversions and settlement boundary area expansions.

- 2.4 The Growth Management Study will be undertaken in two phases and will implement the requirements of the Growth Plan (2017) and related provincial guidance documents.
- 2.5 Phase One of the project will consist of a Land Needs Assessment (LNA) and related studies that meet the requirements of the Province's standardized methodology and related guidance documents.
- 2.6 The LNA will include an intensification strategy to review the capacity for infill development in centres, corridors, major transit stations areas and throughout built-up area. Following this, a greenfield density analysis will assess how much growth can be accommodated in existing greenfield areas. An employment lands analysis will consider how much land is required to accommodate forecasted employment growth.
- 2.7 Visualizations will be created during Phase One of the study to demonstrate the typical built form associated with various population and employment densities. Finally, the consultant will also develop a long-range forecast for the purposes of infrastructure planning.
- 2.8 The LNA, once complete, will determine if there is a surplus of employment area land and whether additional urban land is required to accommodate the Region's forecasted growth beyond the current Regional Structure.
- 2.9 Should the LNA determine that land use conversions or additional urban lands are required to accommodate the 2041 forecast, a second phase of analysis will be required to determine the most appropriate location(s) for any required employment area conversion(s) and/or settlement area boundary expansion(s), together with an analysis that considers impacts to servicing and infrastructure needs and the associated financial implications.
- 2.10 Both phases of the study will be undertaken in consultation with the Province, area municipalities, key stakeholders and the public.

### **3. Financial Implications**

- 3.1 RFP 1087-2018 for consulting and related services for the Envision Durham Growth Management Study was prepared and distributed through the Region's bidding

website and advertised locally. The RFP was issued on November 13, 2018 and closed on January 3, 2019. Two proposals were received by the Region:

- i. Urban Strategies Inc.;
- ii. and the Planning Partnership.

3.2 Following a review by the Purchasing Department, both submissions were determined to be compliant with the RFP submission requirements and were evaluated.

3.3 An evaluation committee comprised of Regional Planning staff was established and the Purchasing Section of the Region's Finance Department facilitated the RFP evaluation. The committee conducted a detailed evaluation of the proposals based on the following evaluation criteria:

- Project management experience and qualifications;
- Proposed company and project team experience;
- Project appreciation;
- Approach and methodology;
- Communications and public engagement program;
- Workplan;
- Schedule; and
- Pricing.

3.4 Both proposals met the minimum threshold score and the bidders were invited to take part in presentations, which were part of the evaluation criteria noted and scored in the RFP.

3.5 Based on the evaluations of the proposals, including the presentation, the highest scoring respondent was Urban Strategies Inc. and their team of subconsultants.

3.6 In accordance with Subsections 9.4.1 and 10.4.4 of the Purchasing By-law 68-2000 (amended), the evaluation and acquisition of Consulting and Professional Services will be acquired on a "quality-based selection" and requires Council approval given the value of the consulting agreement.

3.7 Financing for external consulting services in the estimated amount of up to \$835,800 will be provided as follows:

- i. Development Charge Studies Reserve Fund \$180,000

ii. Property taxes (Non-Departmental), prior year funding	\$400,000
iii. Property taxes (Non-Departmental), 2019 budget	<u>\$255,800</u>
TOTAL	<u>\$835,800</u>

#### 4. Conclusion

- 4.1 It is recommended that in response to Request for Proposals RFP-1087-2018 that Urban Strategies Inc. be retained to provide consulting and related services for the Envision Durham Growth Management Study at a fee of up to \$835,800 (plus applicable taxes).
- 4.2 It is recommended that the Commissioner of Finance be authorized to execute the Consulting Services Agreement and any amendments required to complete the work.
- 4.3 This report has been reviewed by the Commissioner of Finance who concurs with the financial recommendations.

Respectfully submitted,

Original signed by

---

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

Recommended for Presentation to Committee

Original signed by

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Elaine C. Baxter-Trahair  
Chief Administrative Officer



# The Regional Municipality of Durham Report

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To: Planning and Economic Development Committee  
From: Commissioner of Planning and Economic Development  
Report: [#2019-P-20](#)  
Date: April 2, 2019

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**Subject:**

Summary of Commissioner's Delegated Planning Approval Authority, and Summary of Planning Activity in the Fourth Quarter of 2018. File: 1.2.7.19

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**Recommendation:**

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

That this report be received for information.

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**Report:**

**1. Purpose**

- 1.1 The Region's Commissioner of Planning and Economic Development has been delegated the authority to approve certain Area Municipal Official Plan amendments in all area municipalities, as well as subdivisions, condominiums, and part lot control exemption by-laws in the Townships of Brock, Scugog, and Uxbridge. The delegation By-law requires the Commissioner to report to Council quarterly on actions taken under this delegated authority.
- 1.2 The purpose of this report is to provide an overview of how this delegated authority was used in the fourth quarter of 2018 (October 1, 2018 – December 31, 2018), In addition this report provides information on the type and volume of other planning-related activity over the quarter and a cumulative summary of planning related activity over the entirety of 2018.

## **2. Commissioner's Approval of Area Municipal Plan Amendments**

- 2.1 Prior to the adoption of an area municipal official plan amendment by a local Council, a draft is forwarded to the Region for review and a determination as to whether it affects a matter of Regional significance, including conformity with Provincial Plans. If it is felt the draft amendment deals with matters of Regional significance, it is subject to approval by the Commissioner of Planning and Economic Development. If the area municipal official plan amendment does not trigger a matter of Regional significance, then the amendment's approval rests with the area municipality.
- 2.2 In the fourth quarter of 2018, the Planning Division received seven official plan amendments from the area municipalities. Two amendments were deemed not to be of Regional significance, one amendment was deemed to be of Regional significance pending clarification on a submitted study. Four amendments are still under review.
- 2.3 No amendments were approved by the Commissioner of Planning and Economic Development during this period.

## **3. Commissioner's Approval of Subdivisions and Condominiums**

- 3.1 The Region is the approval authority for plans of subdivision and condominium in the three northern townships. In the fourth quarter of 2018, the Commissioner of Planning and Economic Development issued draft approval for one plan of subdivision and one plan of condominium, namely:
- Application S-U-2017-03 and C-U-2017-03, consisting of 94 townhouse dwellings, a block for mixed use with 5 apartment dwellings, and a future development block North of Brock Street, East of Donlands Lane, and South of Herrmea Fields in the Township of Uxbridge.
- 3.2 In the fourth quarter of 2018, the Commissioner of Economic Planning and Development issued final approval on one subdivision, namely:
- Application S-U-2017-01, consisting of 56 townhouse dwellings and a 12-unit apartment building at 154 and 164 Cemetery Road in the Township of Uxbridge.

## **4. Region's Review of Planning Applications**

- 4.1 Regional staff review planning applications from the area municipalities to ensure

conformity with the Regional Official Plan (ROP), other Regional policies, and Provincial plans and policies. The Planning Division coordinates comments from other Regional Departments and provides a coordinated response to the area municipalities on the following planning matters:

- Area Municipal Official Plan amendment applications;
- Delegated plans of subdivision and condominium, and part-lot control exemption by-laws;
- Zoning By-law amendment applications;
- Select minor variance applications; and
- Comments are also provided to the Regional Land Division Committee on consent applications.

4.2 Attachment 1 provides a summary of Regional staff's review of planning applications across the Region in the fourth quarter of 2018. A cumulative summary of Regional staff's review of planning applications across the Region in 2018 is presented in Attachment 5.

## **5. Regional Council's Approval of Applications to Amend the Durham Regional Official Plan**

5.1 Regional Council is the approval authority for applications to amend the Durham Regional Official Plan. In the fourth quarter of 2018, no new Regional Official Plan Amendment (ROPA) applications were submitted for approval.

5.2 In the fourth quarter of 2018, one ROPA was approved by Regional Council:

- ROPA 2018-001, to permit the severance of a dwelling rendered surplus as a result of the consolidation of a non-abutting farm parcel was adopted on December 11, 2018.

5.3 As of December 31, 2018, there were a total of nine ROPA applications under consideration, (refer to Attachment 2 which includes a chart and maps).

## 6. Appeals to the Local Planning Appeal Tribunal<sup>1</sup>

6.1 The fourth quarter of 2018 also saw the following Local Planning Appeal Tribunal (LPAT) activity:

- The appeal for ROPA 2018-001, Youngfield Farm Limited at 4031 Durham Regional Road 57 in Scugog, was withdrawn and the decision was final and in full force and effect as of December 11, 2018 (OPA #172).

6.2 Four non-exempt Area Municipal Official Plan amendment applications and one consent application within Durham Region are currently before the LPAT (refer to Attachments 3A and 3B).

## 7. Reserved Street Names

7.1 The Planning Division coordinates street naming in the Region. Street names are reviewed by the Region in consultation with Durham Regional Police Services in order to avoid the use of duplicate or similar sounding street names. Approved street names are included in a street name reserve list for each area municipality. An additional 6 names were included on the Regional reserve street name list in the fourth quarter of 2018. (Refer to Attachment 4). In total 76 new street names were added to the Regional reserve street name list in 2018.

## 8. Attachments

Attachment #1:	Summary of Regional Review of Planning Applications
Attachment #2:	Summary and Maps of Regional Official Plan Amendment Applications Currently Being Processed or Before the Local Planning Appeal Tribunal
Attachment #3A:	Non-Exempt Area Municipal Planning Applications Under Appeal Before the Local Planning Appeal Tribunal
Attachment #3B:	Regional Land Division Committee Applications Currently Before the Local Planning Appeal Tribunal

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1. The Ontario Municipal Board was replaced by the Local Planning Appeal Tribunal (LPAT) on April 6, 2018. All land use planning appeals are now heard by the LPAT.



Attachment #4: Summary of Reserved Street Names

Attachment #5: Cumulative Summary of Regional Review of Planning Applications 2018

Respectfully submitted,

Original signed by

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

Recommended for Presentation to Committee

Original signed by

---

Elaine C. Baxter-Trahair  
Chief Administrative Officer

**Regional Review of Planning Applications - Summary**  
**October 1 to December 31, 2018**

<b>Application Type</b>	<b>Status</b>	<b>Commenting Activity</b>
<b>Area Municipal Official Plan Amendments</b>	Received	7
	Commented	2
<b>Delegated Subdivisions &amp; Condominiums (Lakeshore Area Municipalities)</b>	Received	6
	Provided Comments & Conditions of Draft Approval	19
	Cleared Conditions of Draft Approval	11
<b>Non-Delegated Subdivisions &amp; Condominiums (Northern Area Municipalities)</b>	Received	2
	Commissioner's Issuance of Draft Approval	2
	Commissioner's Issuance of Final Approval	1
<b>Zoning By-law Amendments</b>	Received	20
	Commented	24
<b>Non-Delegated Part Lot Control</b>	Received	2
	Approved	1
<b>Consents</b>	Received	30
	Commented	43

**Regional Official Plan Amendment applications currently being processed or before the  
Local Planning Appeal Tribunal (As of December 31, 2018)**

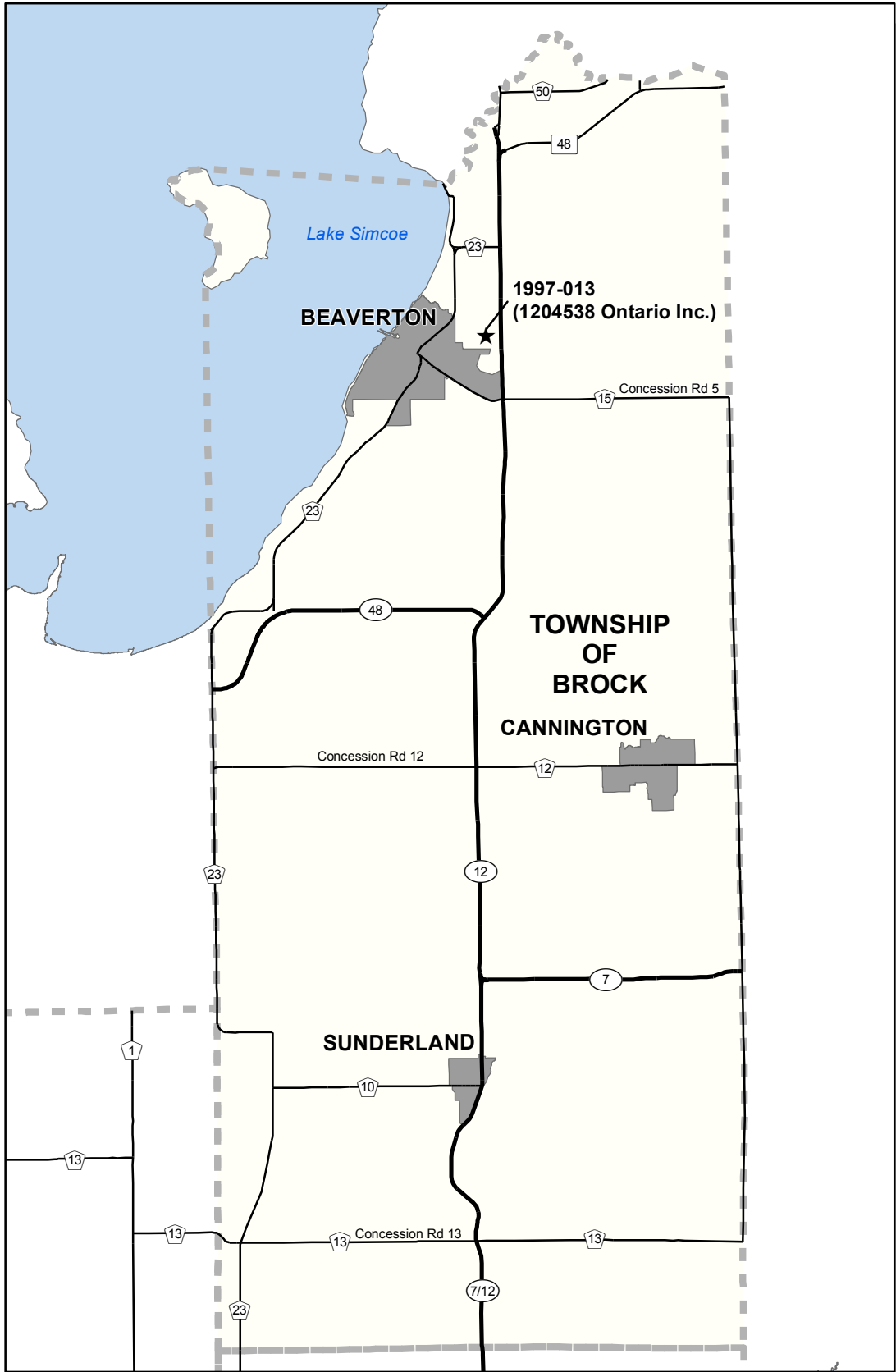
OPA FILE	COUNCIL/ STANDING COMMITTEE CORR.	APPLICANT/ LOCATION	PROPOSED AMENDMENT
1997-013	97-352	1204538 Ontario Inc. Lot 11, Conc. 6 (Thorah) Township of Brock (West of Hwy. 12 & 48, North of Main St.)	<b>To permit a rural employment area in the General Agricultural Area designation</b> Status: On hold. Applicant to advise of next steps.
2000-003	2000-273	Town of Ajax (South of Bayly St., East of Church St.)	<b>To delete a Type C Arterial Road (Deferral #3 to the Town of Ajax Official Plan)</b> Status: Final TMP approved by Council on December 13, 2017, recommending that the Clements Rd. connection (i.e. Deferral #3) be protected for in the ROP. Connection remains in ROP as a result of Amendment #171.
2005-009	SC-2005-66	Loblaw Properties Ltd. Lots 3 & 4, Conc. 1 Town of Ajax (South of Achilles Rd., East of Salem Rd.)	<b>To delete a Type C Arterial Road</b> Shoal Point Rd. extension, North of Bayly St. Status: Final TMP approved by Council on December 13, 2017, recommending that this connection be protected for in the ROP. Connection remains in ROP as a result of Amendment #171.
2005-011	SC-2005-68	Brooklin Golf Club Limited Lots 21 to 25, Conc. 8 Town of Whitby (South of Myrtle Rd., West of Baldwin St.)	<b>To permit two 18-hole golf courses and resort /conference centre in the Permanent Agricultural Reserve designation</b> Status: Awaiting further technical studies from the applicant.
2014-006		Magnum Opus Developments Part of Lot 4, Conc. 3 Town of Ajax (Shoal Point Rd./ Realignment from Bayly St. to Ashbury Blvd.)	<b>To delete the Type 'C' Arterial Road classification (Bayly Street south to Ashbury Boulevard) from the ROP.</b> Status: OMB decision issued July 18, 2017. Final order withheld until development agreements are finalized by applicant.
2014-008		Vicdom Sand & Gravel (Ontario) Ltd. Part of Lot 15, Conc. 7 & 8 Township of Uxbridge (North of Goodwood Rd., West of Lakeridge Rd.)	<b>To add a new aggregate resource area (18.9 ha. in size) in Uxbridge.</b> Status: Public meeting held on January 6, 2015. Decision meeting to be scheduled.

2016-003		Clara and Nick Conforti – Optilinx Systems Lot 21, Conc. 4 Town of Whitby (Thickson Rd. in between Taunton Rd. East and Conlin Rd.)	<b><i>To permit the continuation and expansion of a contractors yard and office in the Major Open Space designation</i></b> Status: Public meeting held on December 7, 2016. Decision meeting to be scheduled.
2018-001		Youngfield Farms Limited Lot 17, Conc. 9 Township of Scugog (North of Regional Rd. 57, East of Emmerson Ln.)	<b><i>To permit the severance of a farm dwelling rendered surplus as a result of the consolidation of non-abutting farm parcels</i></b> Status: Public meeting held April 4, 2018. Decision meeting held September 5, 2018. The LPAT appeal was withdrawn and the decision was final and in full force and effect as of December 11, 2018 (OPA #172).
2018-003		Mike Kennedy Lot 16, Concession 6 Township of Uxbridge (11129 Concession Road 6, Uxbridge)	<b><i>To permit the severance of a farm dwelling rendered surplus as a result of the consolidation of non-abutting farm parcels</i></b> Status: Public meeting held on September 5, 2018. Decision meeting to be held January 8, 2019.



# REGIONAL OFFICIAL PLAN AMENDMENTS (ROPAs) TOWNSHIP OF BROCK

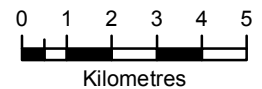
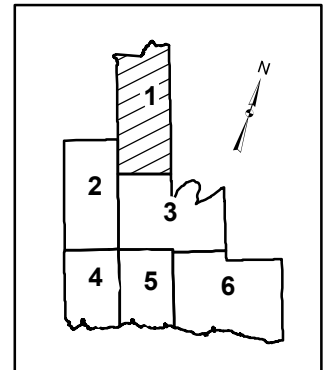
As of December 31, 2018



## ROPA Locations

- ☆ New Application
- ★ Under Consideration
- ⊗ Refused/Withdrawn
- ⊛ Appealed to LPAT
- ⊙ Approved
- Regional Official Plan Urban Area
- ⋯ Municipal Boundary
- (12)— Provincial Highway
- (48)— Regional Highway
- (5)— Regional Road
- Local Road

## REGIONAL MAP INDEX



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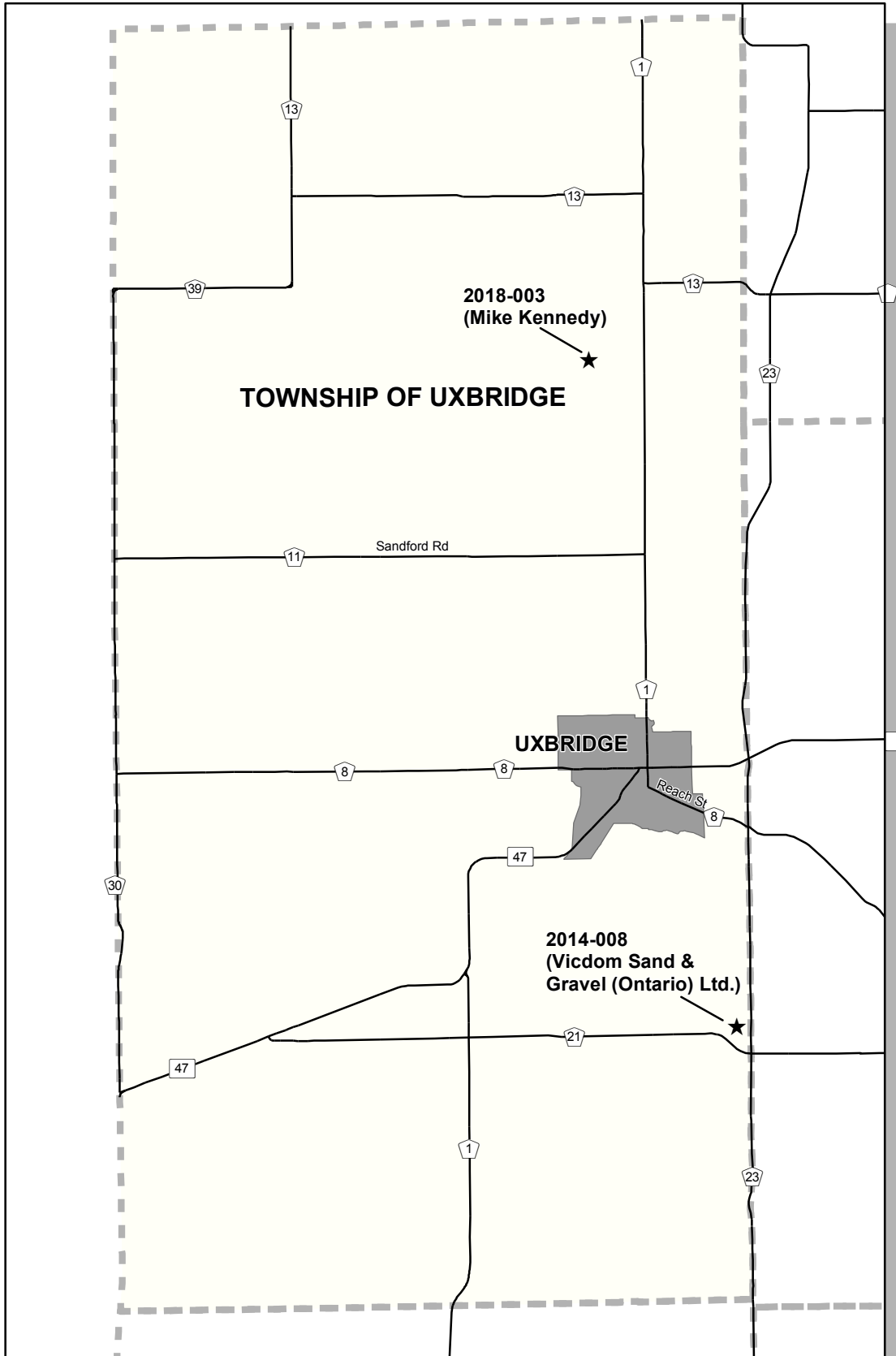
**Please Note:**  
This map is intended for location purposes only.





# REGIONAL OFFICIAL PLAN AMENDMENTS (ROPAs) TOWNSHIP OF UXBRIDGE

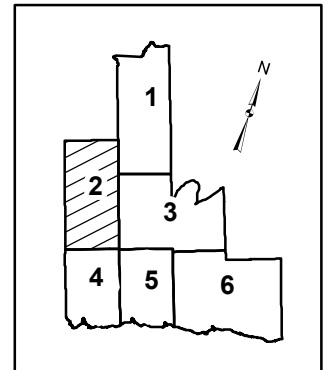
As of December 31, 2018



### ROPA Locations

- ☆ New Application
- ★ Under Consideration
- ⊗ Refused/Withdrawn
- ⊙ Appealed to LPAT
- ⊛ Approved
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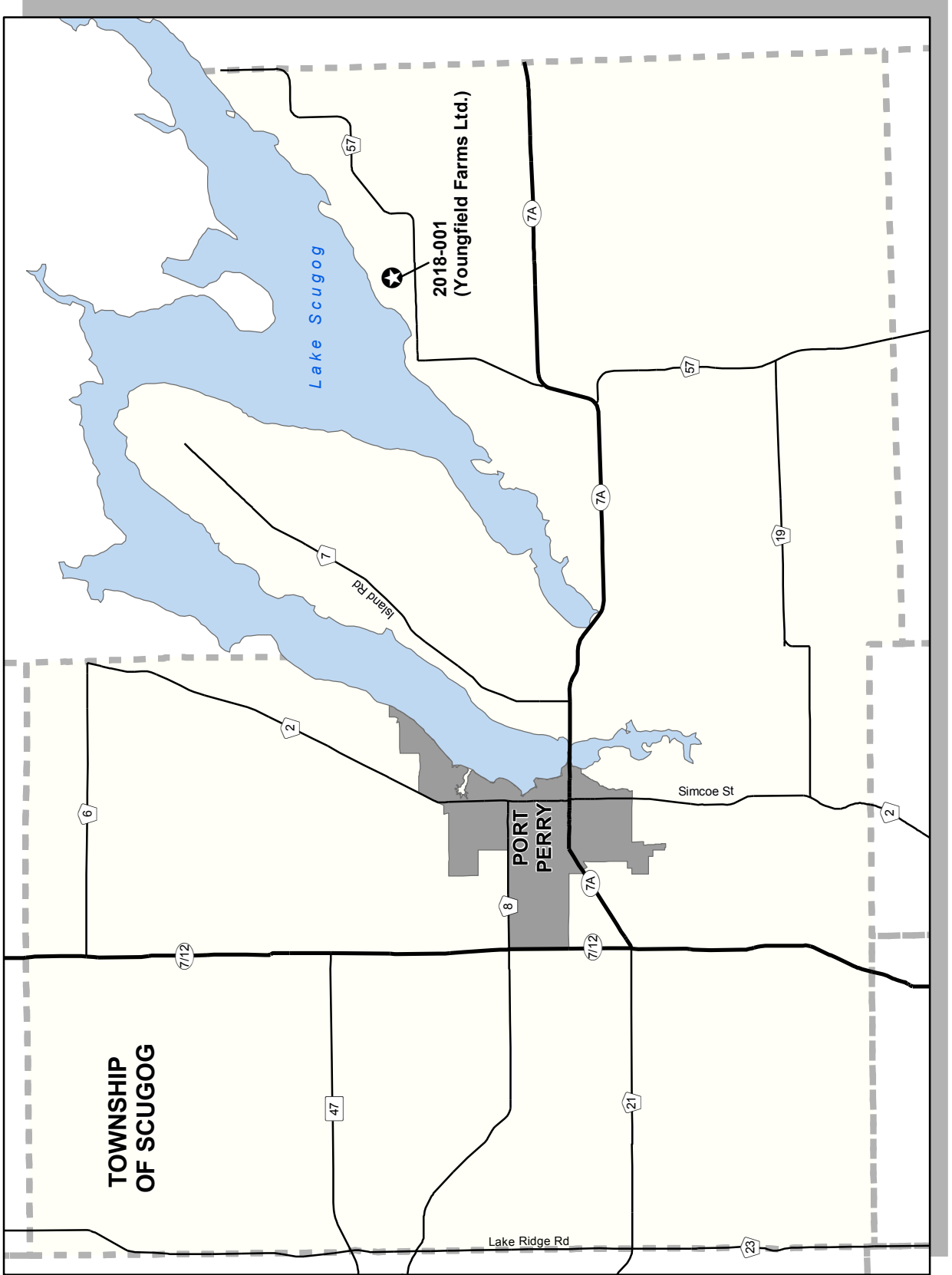
**Please Note:**  
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# REGIONAL OFFICIAL PLAN AMENDMENTS (ROPAS) TOWNSHIP OF SCUGOG

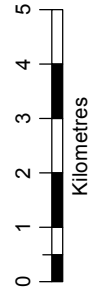
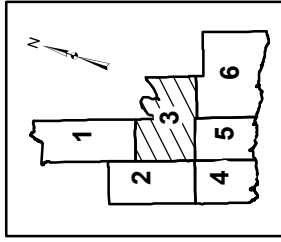
As of December 31, 2018



### ROPA Locations

- ☆ New Application
- ★ Under Consideration
- ⊗ Refused/Withdrawn
- ⊙ Appealed to LPAT
- ⊕ Approved
- Regional Official Plan Urban Area
- ▤ Municipal Boundary
- 12— Provincial Highway
- 48— Regional Highway
- 5— Regional Road
- Local Road

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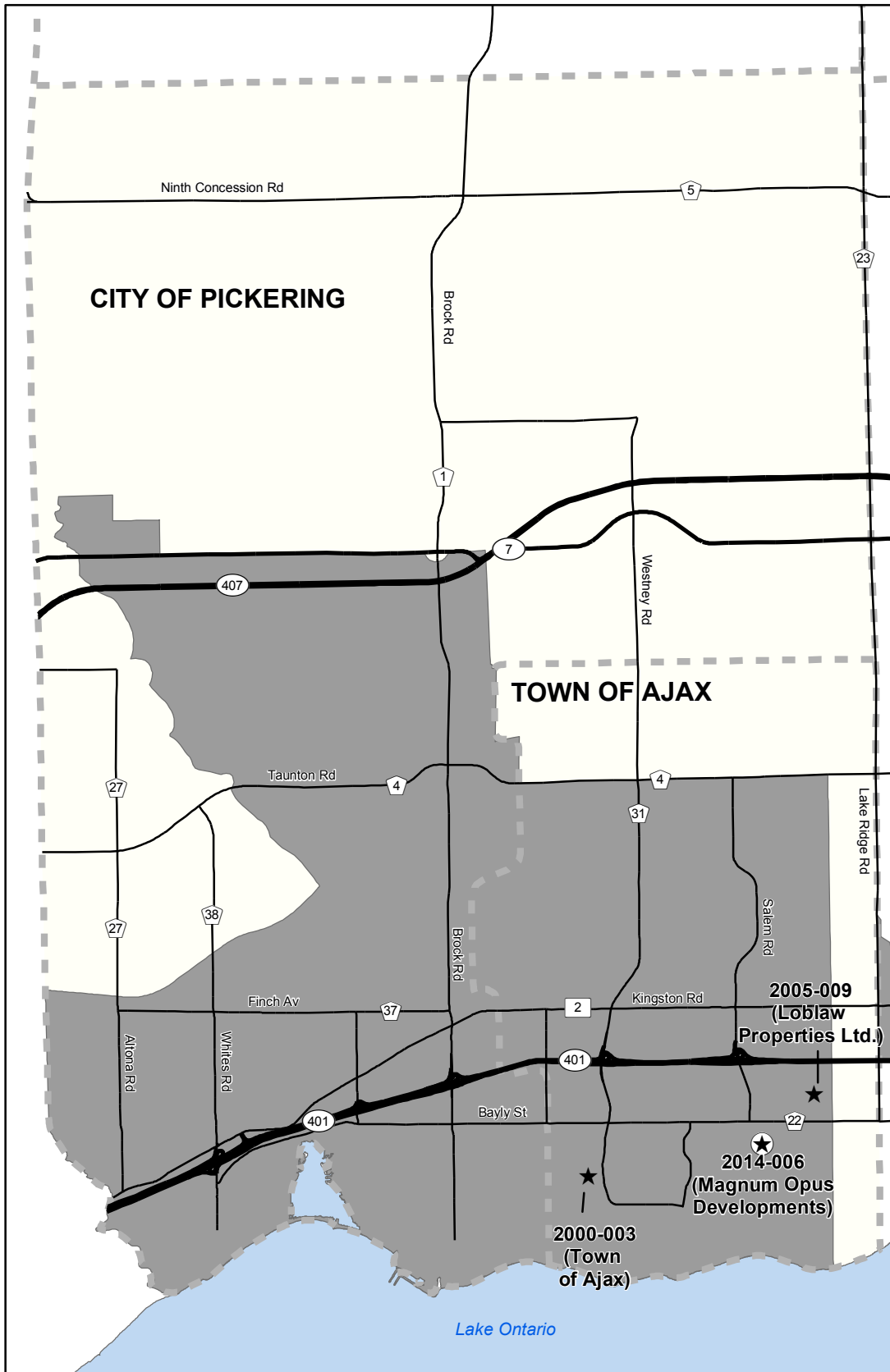
Please Note:  
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# REGIONAL OFFICIAL PLAN AMENDMENTS (ROPAs) CITY OF PICKERING - TOWN OF AJAX

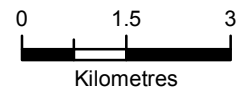
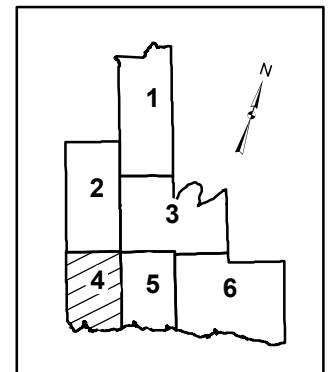
As of December 31, 2018



### ROPA Locations

- ☆ New Application
- ★ Under Consideration
- ⊗ Refused/Withdrawn
- ⊙ Appealed to LPAT
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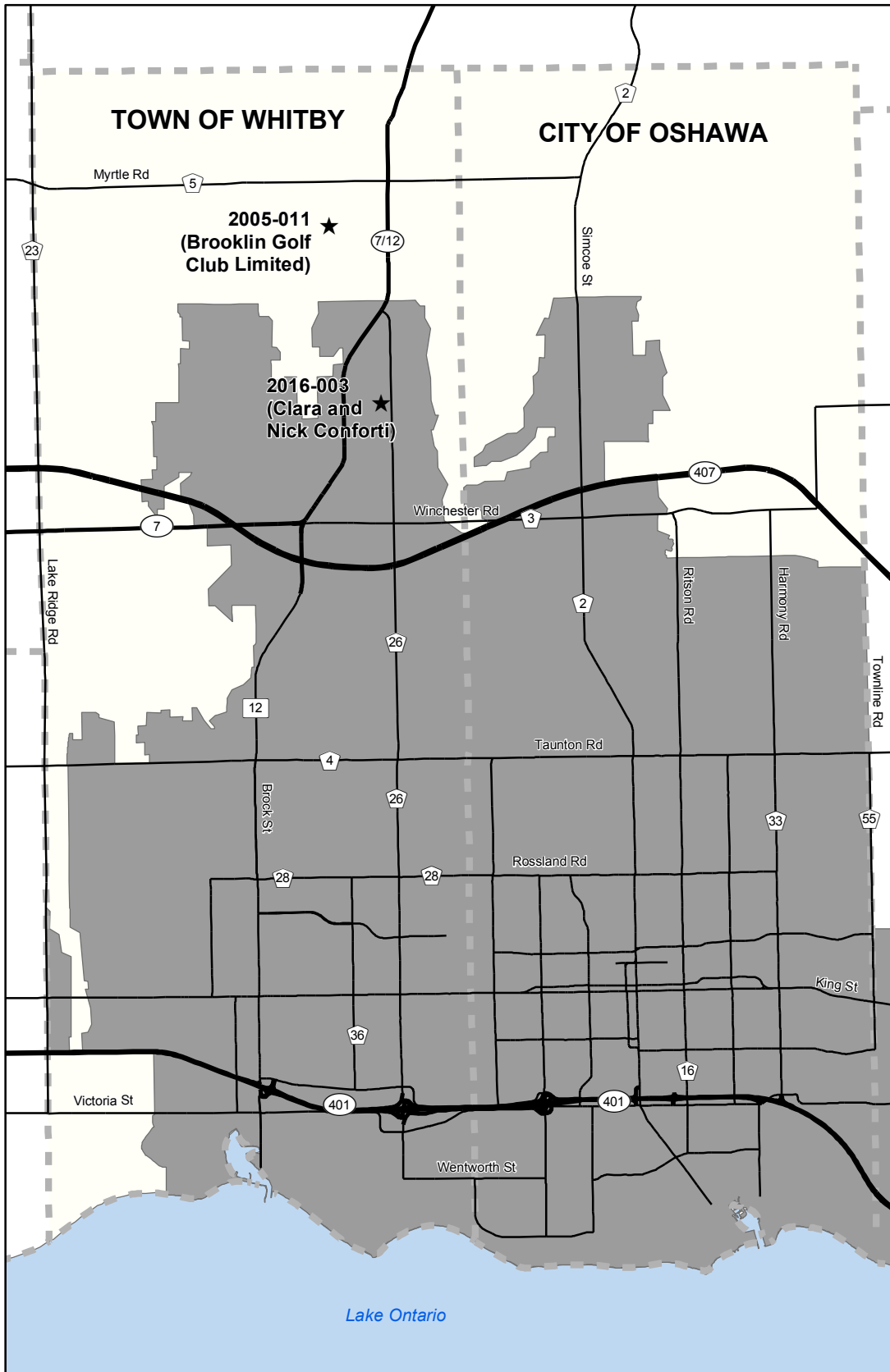






# REGIONAL OFFICIAL PLAN AMENDMENTS (ROPAs) TOWN OF WHITBY - CITY OF OSHAWA

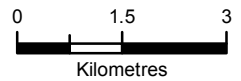
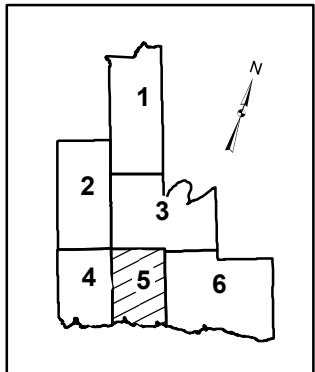
As of December 31, 2018



**ROPA Locations**

- ★ New Application
- ★ Under Consideration
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- ★ Appealed to LPAT
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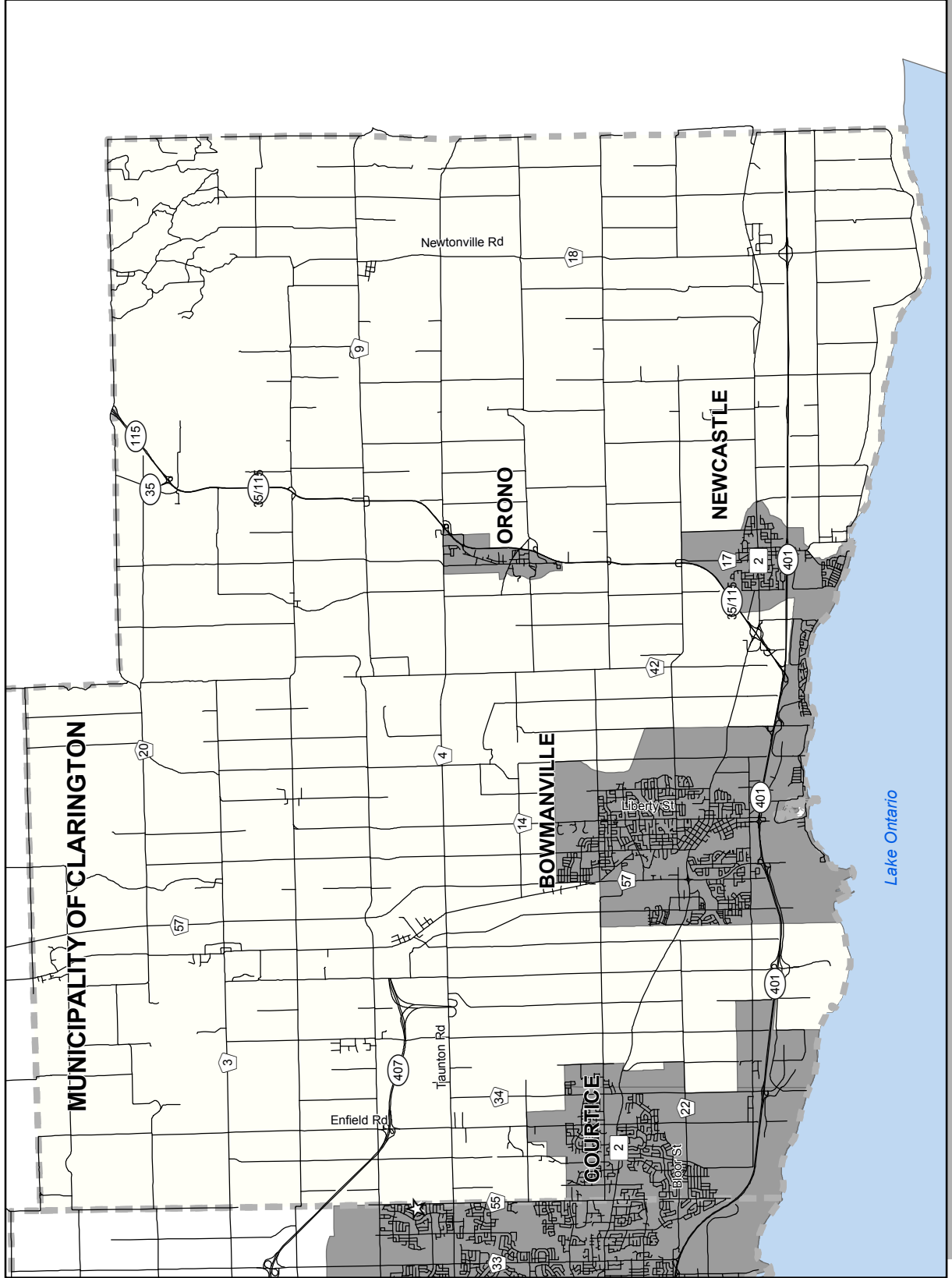
Please Note:  
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# REGIONAL OFFICIAL PLAN AMENDMENTS (ROPA'S) MUNICIPALITY OF CLARINGTON

As of December 31, 2018



**ROPA Locations**

- ☆ New Application
- ★ Under Consideration
- ⊗ Refused/Withdrawn
- ★ Appealed to LPAT
- Approved

Regional Official Plan Urban Area

Municipal Boundary

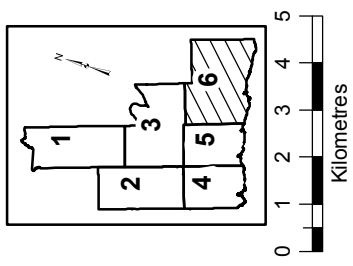
Provincial Highway

Regional Highway

Regional Road

Local Road

**REGIONAL MAP INDEX**



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**Non-Exempt Area Municipal Planning Applications Under Appeal Before the Local  
Planning Appeal Tribunal (As of December 31, 2018)**

<b>REGIONAL FILE NO. / OMB CASE NO.</b>	<b>APPLICANT</b>	<b>MUNICIPALITY</b>	<b>PURPOSE</b>	<b>STATUS</b>
COPA-2016-001/  PL170817 & PL171459	Municipality of Clarington	Municipality of Clarington	Municipality of Clarington's conformity exercise with provincial plans, and the Regional Official Plan. It also included transportation and environmental policies. (Official Plan Amendment 107)	First pre-hearing held on November 16 <sup>th</sup> , 2017.  Second pre-hearing held on March 19 <sup>th</sup> , 2018.  Third pre-hearing held on September 25 <sup>th</sup> , 2018.  Fourth pre-hearing scheduled for June 2019.
COPA 2012-006 / PL140177	Municipality of Clarington	Municipality of Clarington	To provide a Secondary Plan for the "Courtice Main Street and Town Centre" in order to facilitate the development of a mixed- use corridor along Durham Highway 2. (Official Plan Amendment 89)	OMB decision issued November 28 <sup>th</sup> , 2014.  OPA 89 still has 1 outstanding appeal. Adjourned sine die.
B3100-0368  PL170051 and PL170052	City of Oshawa	City of Oshawa	City of Oshawa's Greenbelt Plan and Growth Plan conformity Amendment (Official Plan Amendment 179)	OMB hearing held February 12 <sup>th</sup> , 2018.  OMB decision issued February 27 <sup>th</sup> , 2018.  OPA in full force and effect save and except for outstanding deferrals related to the Columbus Urban Area and the future Thornton Corners GO Station.

REGIONAL FILE NO. / OMB CASE NO.	APPLICANT	MUNICIPALITY	PURPOSE	STATUS
D-13-22-01 PL180720	Davies Howe on behalf of North Whitby Holdings Inc. and North Brooklin Holdings Inc.	Town of Whitby	To update the Secondary Plan for the existing Brooklin urban area and introduce urban land use designations for the urban expansion areas north and west of the existing community as well as the employment areas to the south. (Official Plan Amendment 108)	LPAT deemed this appeal invalid on September 21 <sup>st</sup> , 2018. Applicant has challenged this ruling. Hearing date has been set for February 6 <sup>th</sup> , 2019.

**Regional Land Division Committee Applications Currently Before the Local  
Planning Appeal Tribunal (As of December 31, 2018)**

REGIONAL FILE NO. / OMB CASE NO.	APPLICANT	MUNICIPALITY	PURPOSE	STATUS
LD 056/2017 PL 171024	Curtis De Souza	Town of Ajax	Consent to sever a vacant 322.4 square metre residential lot, retaining a 571.2 square metre residential lot with an existing dwelling to remain.	Hearing date held November 8 <sup>th</sup> , 2018. Awaiting LPAT review of the Minutes of Settlement and Decision.

### Summary of Reserved Street Names (October 1, 2018 - December 31, 2018)

Municipality	Number of New Street Names Added in Fourth Quarter of 2018	New Street Names Added*	Total Number of Street Names Reserved
Ajax	1	<ul style="list-style-type: none"> <li>Tidmarsh</li> </ul>	309
Brock	0		32
Clarington	2	<ul style="list-style-type: none"> <li>Belmont</li> <li>Ross Adams</li> </ul>	622
Oshawa	2	<ul style="list-style-type: none"> <li>Julep</li> <li>Pleasure Valley</li> </ul>	431
Pickering	0		647
Scugog	0		158
Uxbridge	0		89
Whitby	1	<ul style="list-style-type: none"> <li>Sobczak</li> </ul>	331
<b>Total</b>	<b>6</b>		<b>2,619</b>

\* At this point in time not all suffixes have been assigned.

**Regional Review of Planning Applications - Summary**  
**January 1 to December 31, 2018**

<b>Application Type</b>	<b>Status</b>	<b>Commenting Activity</b>
<b>Area Municipal Official Plan Amendments</b>	Received	23
	Commented	31
<b>Delegated Subdivisions &amp; Condominiums (Lakeshore Area Municipalities)</b>	Received	30
	Provided Comments & Conditions of Draft Approval	73
	Cleared Conditions of Draft Approval	38
<b>Non-Delegated Subdivisions &amp; Condominiums (Northern Area Municipalities)</b>	Received	8
	Commissioner's Issuance of Draft Approval	3
	Commissioner's Issuance of Final Approval	3
<b>Zoning By-law Amendments</b>	Received	87
	Commented	108
<b>Non-Delegated Part Lot Control</b>	Received	2
	Approved	1
<b>Consents</b>	Received	152
	Commented	217



# The Regional Municipality of Durham Report

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To: Planning and Economic Development Committee  
From: Commissioner of Planning and Economic Development  
Report: [#2019-P-21](#)  
Date: April 2, 2019

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**Subject:**

2016 Transportation Tomorrow Survey Results, File: T03-03-01

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**Recommendation:**

That the Planning and Economic Development Committee recommends:

That this report be received for information.

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**Report:**

**1. Background and Purpose**

- 1.1 The Transportation Tomorrow Survey (TTS) is conducted once every five years, coinciding with the Statistics Canada Census Program. The TTS collects travel information from households in the Greater Toronto and Hamilton Area (GTHA) and surrounding communities, comprising most of the Greater Golden Horseshoe (GGH).
- 1.2 Prior to 2016, the TTS was administered through the Data Management Group at the University of Toronto. For 2016, the Ministry of Transportation retained a consultant team (led by R.A. Malatest and Associates Ltd.) to administer the TTS, with the assistance of Data Management Group staff.
- 1.3 The Region of Durham has participated in the TTS since its inception in 1986, and at that time, the survey only covered the GTHA. For the 2016 TTS, the Region, Metrolinx, the Toronto Transit Commission and 18 upper-tier and single-tier municipalities in the GGH participated in the survey. Data collected by the TTS is invaluable for guiding transportation policy development and strategic planning



initiatives within Durham and beyond, including Regional and area municipal Transportation Master Plans, Development Charge background studies, transportation impact studies and travel demand forecasting models.

- 1.4 In May 2018, the 2016 TTS data and summary reports were released to participating agencies and the public.
- 1.5 The purpose of this report is to provide an overview of the survey results and some insights regarding travel to, from and within Durham for the 2006-2016 period.

## **2. Overview of 2016 Transportation Tomorrow Survey**

- 2.1 Prior to the 2016 TTS, the survey involved the completion of telephone interviews with persons in randomly selected households within the survey area, representing approximately 5% of all households. Households were selected using telephone directory listings and located using postal codes. In 2011, a web-based option was also given as an alternative to the telephone survey, but only 11% of surveys were completed using this option.
- 2.2 The collection of household sample data for the 2016 TTS was adjusted to account for increases in cell phone only households. Accordingly, two samples were obtained from Canada Post for surveying households: an “address-and-phone sample” and an “address-only” sample. A third “phone only” sample was also obtained (i.e. where addresses were not known) but was discontinued early in the survey due to low response rates.
- 2.3 Households in both samples were mailed a letter from the Minister of Transportation with a web-based option to complete the survey. Households in the address-and-phone sample were also called for a telephone interview following receipt of the letter (similar to previous surveys).
- 2.4 The 2016 TTS collected data from almost 163,000 households throughout most of the GGH (Figure 1). In Durham, 11,700 households (representing 5.1% of households in 2016) participated in the survey.

**Figure 1**  
**2016 Transportation Tomorrow Survey Area**



Source: 2016 Transportation Tomorrow Survey, Design and Conduct of the Survey, March 2018, R.A. Malatest and Associates Ltd.

2.5 Data collected by the TTS includes the following:

- Household information – including type of building, number of people and number of vehicles;
- Information about each person in the household – including age/gender, whether the individual had a driver's licence, and location of workplace or school; and
- Information on trips made by each person in the household – including origin and destination, trip purpose, mode of transportation and start time of trip.

### 3. Summary of Results

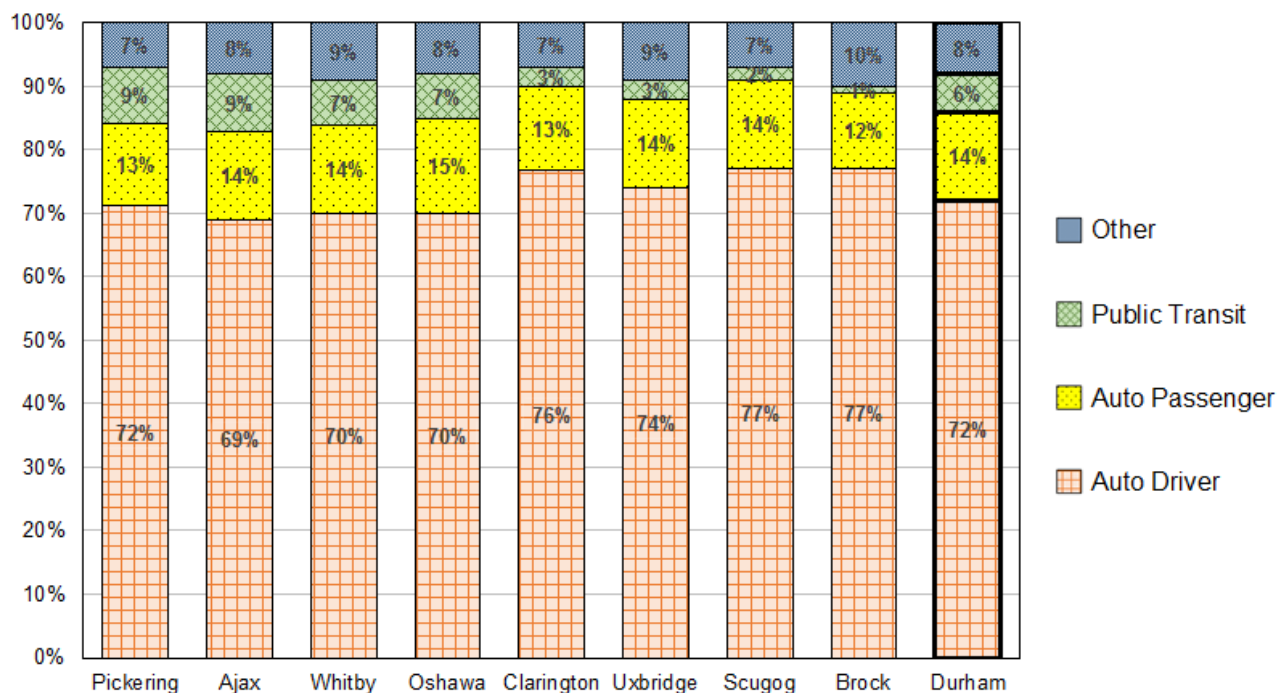
#### Daily Trips Made by Durham Residents

- 3.1 The 2016 TTS collected information on close to 1.28 million trips made in a typical weekday by Durham residents (refer to Attachment 1). This compares to about 1.22 million trips in 2006, representing a 4.8% increase in the number of trips over the last 10 years. By comparison, Durham's population increased by 17.6% over the same period and employment (number of jobs in the Region) increased by 4.1%.
- 3.2 As the rate of increase in the number of trips is less than that of population growth, Durham residents are, on average, making fewer trips during a typical weekday. For both the 2006 and 2011 TTS, the daily trips per person (ages 11 or greater) was 2.6, decreasing to 2.3 in 2016.<sup>1</sup>
- 3.3 Overall, the mode of travel for daily trips taken by Durham residents has shifted slightly over the last 10 years. In 2006 and 2011, 70% of trips were made by auto driver, but in 2016, this increased to 72% of trips. Trips made by auto passenger, by comparison, decreased from 17% of trips in 2006 and 2011 to 14% of trips in 2016. Transit trips increased slightly from 5% of trips in 2006 and 2011 to 6% of trips in 2016, while other modes (e.g., walking, cycling, school bus, taxi) maintained their share over the period (at 8%). These trends indicate that a larger share of trips were made as auto drivers in the period relative to auto passengers, but use of public transit has slightly increased its share of overall trip-making (Attachment 1). Supporting this trend is a slight increase in the average number of drivers per household in Durham, described further in the Demographic Characteristics section below.
- 3.4 The breakdown of trips made by Durham residents by mode of travel in 2016 varies somewhat by area municipality (Figure 2). Pickering, Ajax, Whitby and Oshawa have a lower share of auto driver trips, and a higher share of transit trips, than the other municipalities, given their largely urban population and access to higher levels of service. Auto driver and other modes (e.g., school bus, walking, cycling, motorcycle, taxi and paid rideshare) were generally similar across all municipalities.

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<sup>1</sup> The impacts on the change in sample frame from telephone directory listings to the Canada Post address database in 2016, and a widely used web survey method, may have influenced declining trip rates per person or per household, particularly when comparing the 2011 TTS. Further, the methodology used to expand the survey results to represent the population of the survey area differs for each survey year. As such, caution should be used when comparing results of the 2006, 2011 and 2016 survey cycles.

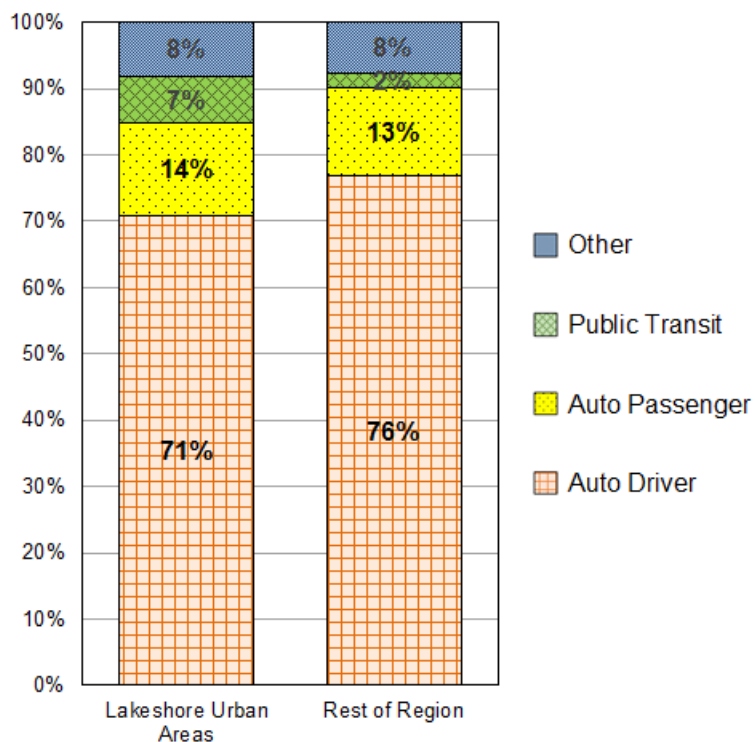
**Figure 2**  
**Weekday Trips by Mode of Travel for Durham Region Residents, 2016**



3.5 In terms of comparing an urban vs. rural breakdown of trips by mode, Figure 3 illustrates weekday trips by mode of travel for residents in urban areas along the Lake Ontario shoreline (i.e., Pickering, Ajax, Whitby, Oshawa, Courtice, Bowmanville and Newcastle) with the rest of the Region. For these urban residents, auto driver trips represent a slightly lower proportion (71%), and public transit a slightly higher proportion (6%) of trips compared to the Region as a whole (at 72% and 6%, respectively, shown in Figure 2). In the rest of the Region, comprised of several smaller urban centres and the rural area, the auto driver share of weekday trips is 76% and transit is only 2%.

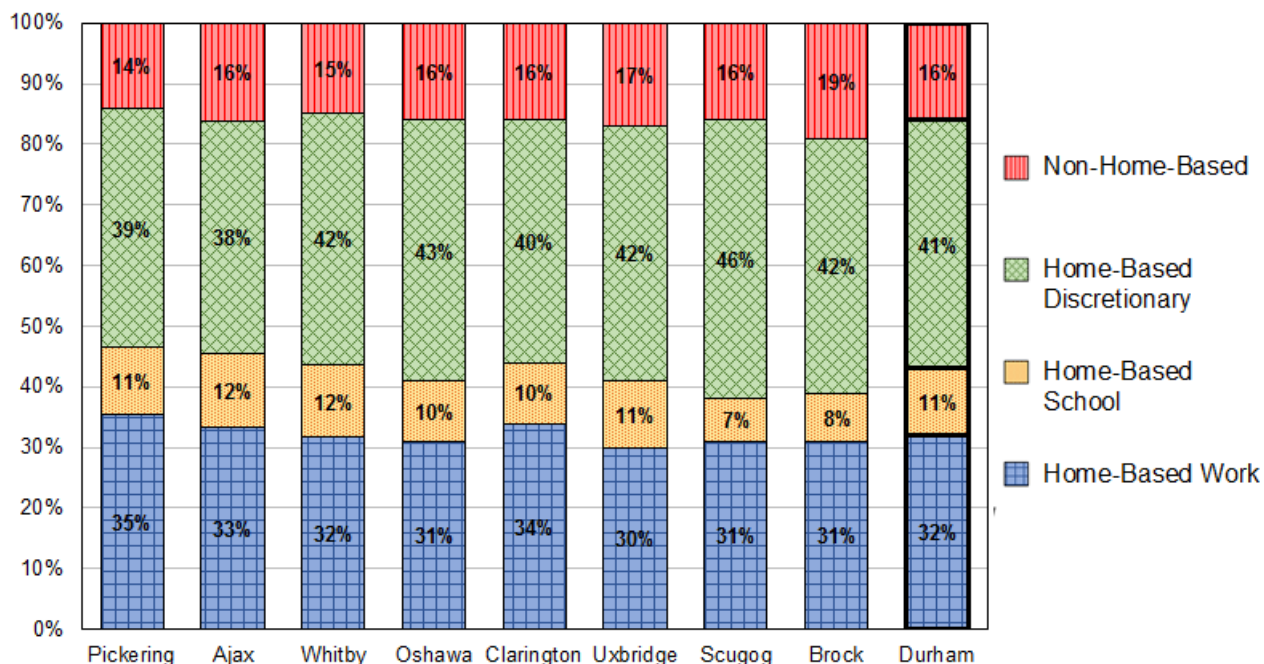
3.6 Trips taken by Durham residents in terms of trip purpose has been relatively stable since 2006 (Attachment 1). In 2006, 30% of trips were home-based work trips (i.e., trips from home to work, or work to home), declining slightly in 2011 and increasing to 32% of trips in 2016. Home-based discretionary trips, consisting of trips to or from home that are not for work or school, hold the largest share of trips at 42% in 2006 and 41% in 2016.

**Figure 3**  
**Weekday Trips by Mode of Travel for Lakeshore Urban Areas vs. Rest of Region, 2016**



3.7 The breakdown of trips made by Durham residents by trip purpose in 2016 also varies by area municipality (Figure 4). Pickering, Ajax and Clarington have the highest percentage of home-based work trips (at 33% or greater) but have the lowest percentage of home-based discretionary trips (at 40% or less). Pickering, Ajax, Whitby and Uxbridge have the highest percentage of home-based school trips (at 11% or greater), whereas Scugog and Brock have the lowest (at 7% and 8%, respectively).

**Figure 4**  
**Weekday Trips by Trip Purpose for Durham Region Residents, 2016**



### Demographic Characteristics

- 3.8 The TTS collects a host of demographic information to monitor influences on travel demand such as age, sex, dwelling type, work and/or school location, and the number of persons, vehicles and licenced drivers in a household (Attachment 1).
- 3.9 Durham’s population, as reported by the TTS, grew from 539,000 in 2006 to 634,600 in 2016. Employment consisting of full time, part-time and work at home jobs in Durham collected by the TTS grew from 185,000 in 2006 to 192,500 in 2016.<sup>2</sup> These figures are consistent with the Census and Region’s Business Count annual survey.
- 3.10 Given the population and employment figures collected through the TTS, the jobs to population ratio has shown a steady decrease in the Region overall since 2006, from 34% in 2006 to 30% in 2016. This reflects a slower amount of growth in employment within Durham compared to residential growth, which contributes to more out-commuting (as outlined in more detail in the Trip Lengths and Travel Patterns section below).

<sup>2</sup> Population data used for the TTS is based on Census data, but excludes institutional residents and those in collective dwellings (senior’s care facilities, student residences, etc.).

3.11 The average number of vehicles and licensed drivers per household are strong influences on travel behaviour. Both these variables increased over the 2006-2016 period in Durham. The average number of vehicles per household increased from 1.7 to 1.8, while the average number of licensed drivers per household increased from 1.9 to 2.0. These factors, along with a general trend towards fewer children per household and growth in the “working age” cohort (15-64), likely contribute to the overall increase in both the number and share of auto driver trips during the 2006-2016 period.

### **Work Trip Lengths and Travel Patterns**

3.12 The median trip length, based on straight line distance in kilometres, was compared for Auto Driver, Local Transit and GO Train modes for weekday trips to work (Attachment 1). For Durham residents, the median auto driver trip length increased from 5.8 to 5.9 km between 2006 and 2011, and rose to 7.3 km in 2016. In terms of local transit trips, median trip length increased from 4.6 to 6.7 km between 2006 and 2016, with most of that increase in the 2006-2011 period. Increased average trip lengths for these modes could mean that Durham residents are commuting longer distances for work and school. Increased local transit trip lengths can be viewed as a positive statistic, in that longer trips are being better served by DRT (or a combination of DRT and GO Bus service) rather than auto. GO Train passenger median trip lengths experienced a small overall increase in the period, which is likely due to higher rates of ridership growth at stations farther away from Union Station (e.g. Whitby, Oshawa and Lincolnville) compared to those that are closer (e.g. Pickering and Ajax).

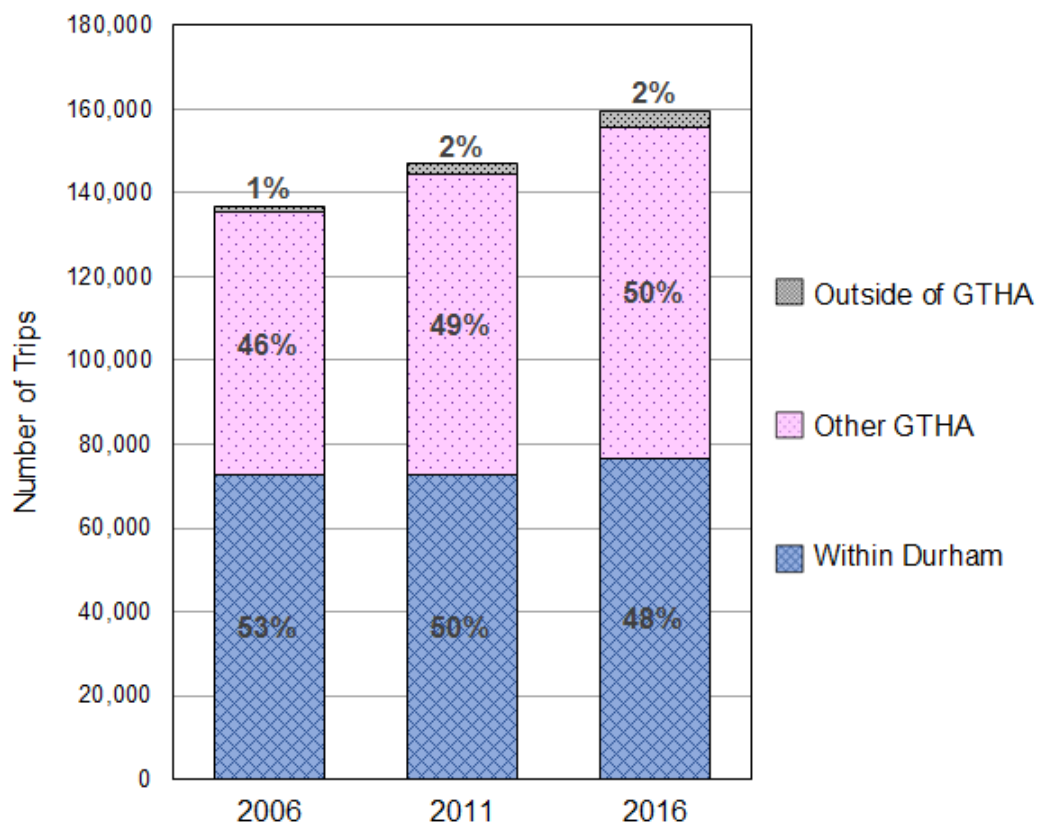
3.13 A broad indicator of self-containment (i.e., persons who live and work in Durham) is the percentage of daily trips made by Durham residents for all trip purposes (work, school, other) that remained within the Region (Attachment 1). For Durham as a whole, 75% of trips remained within the Region in 2006 and 2011, decreasing to 72% in 2016. This indicates that an increasing proportion of trips made by Durham residents are to destinations outside of Durham.

3.14 At the area municipal level, the percentage of daily trips that remained within Durham from each municipality also declined in the 2006-2016 period. Oshawa, with the highest percentage of residents’ trips that stayed within Durham, declined from 92% in 2006 to 90% in 2016. Brock had the lowest percentage of residents’ trips that stayed within the Region, rising from 52% to 57% between 2006 and 2011, then decreasing to 49% in 2016. Oshawa, Whitby and Scugog were the only area municipalities that had a higher proportion of self-contained trips within the

Region than Durham as a whole (at 72% or greater).

3.15 A more specific indicator of self-containment is the percentage of work trips made by Durham residents that remain within the municipality (i.e., where people both live and work). Figure 5 summarizes the destinations of work trips taken by Durham residents during the AM Peak Period (6:00-9:00) from 2006-2016. While the number of work trips have steadily increased over the period, the proportion of those trips that remain in Durham has declined, from 53% in 2006 to 48% in 2016. It also indicates that there is more out-commuting to workplaces both within the GTHA and beyond it (e.g., Peel Region, Peterborough and area, Kawartha Lakes). Since 2011, more than half of work trips made by Durham residents are leaving the Region during the AM peak period.

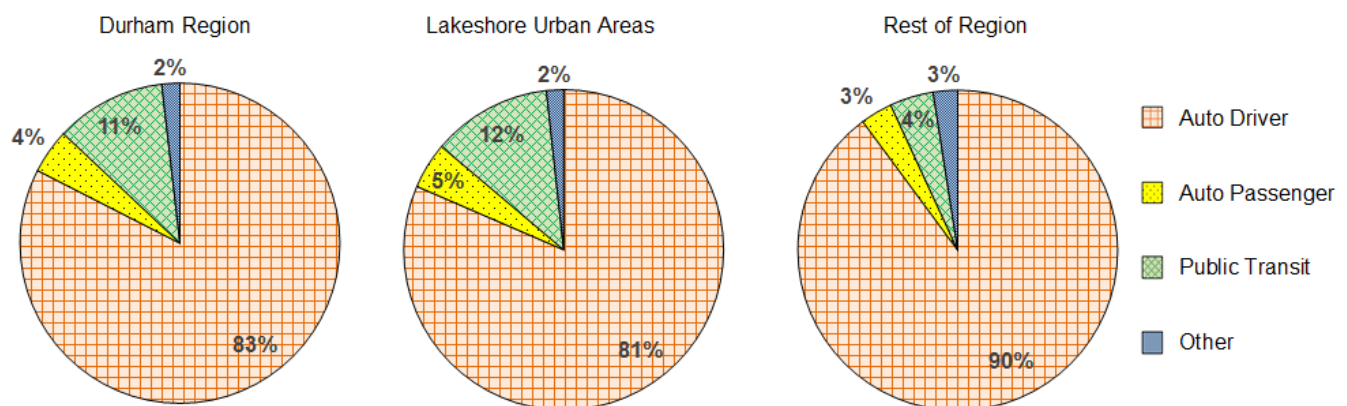
**Figure 5**  
**Work Trips Made by Durham Residents by General Destination**  
**AM Peak Period (6:00-9:00), 2006-2016**





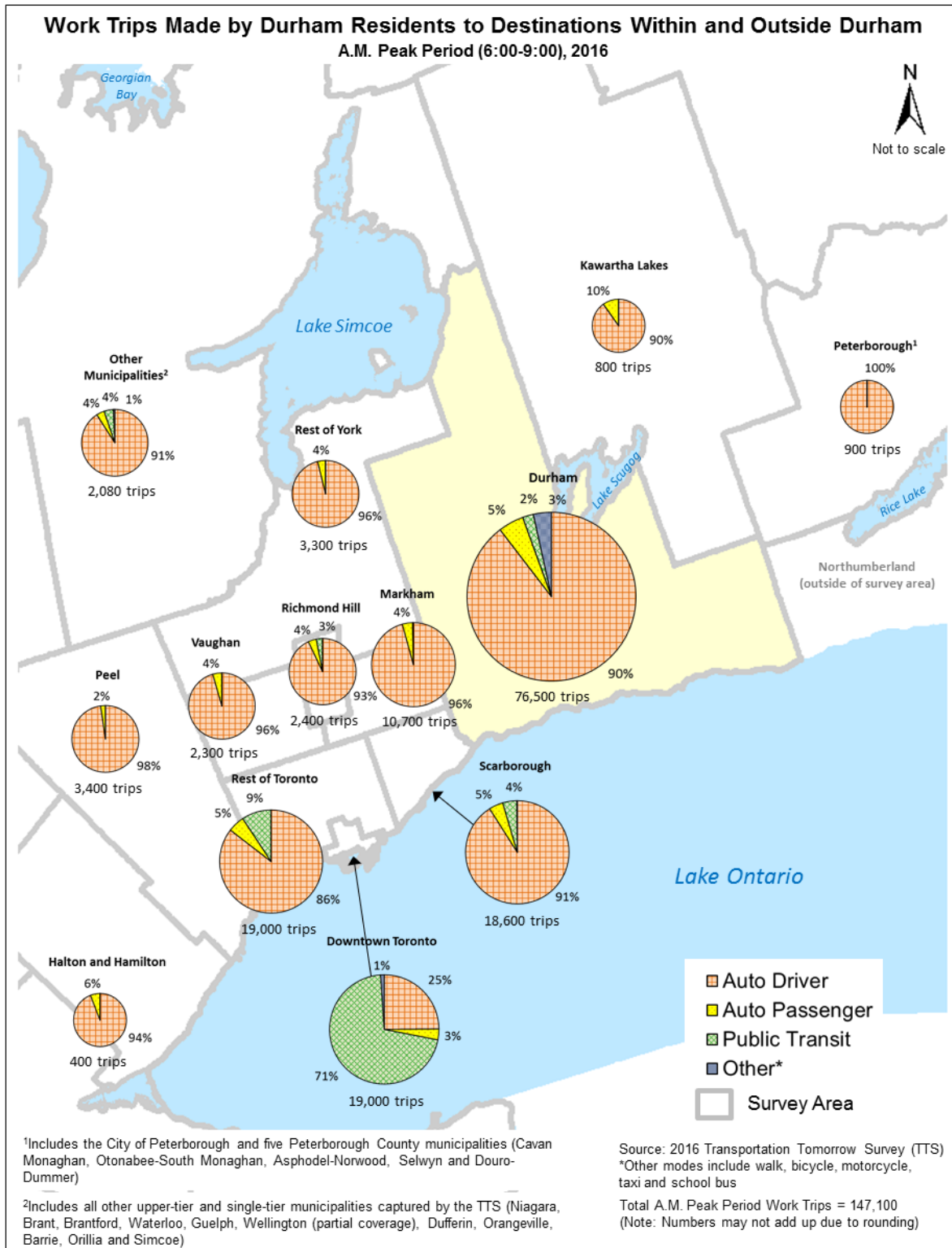
3.16 For AM Peak Period work trips in 2016 by mode of travel, Figure 6 compares those made by Durham residents overall with the lakeshore urban areas and the rest of the Region. Auto driver trips comprised 83% of Durham’s work trips, while it was 81% for lakeshore urban areas and 90% for the rest of the Region. For the transit mode share, 11% of work trips were made by public transit, compared to 12% for the lakeshore urban area and 4% for the rest of the Region. The mode share breakdown for work trips contrasts with overall trips for a typical weekday (as summarized in Figures 2 and 3), with higher proportions of auto drivers and transit users. Not surprisingly, the transit mode share is highest for the lakeshore urban areas and lowest for the smaller urban centres and rural areas of the Region. Shares of auto passenger and other modes as a component of work trips were generally similar for the different geographies compared.

**Figure 6**  
**Work Trips Made by Durham Residents by Mode of Travel**  
**Showing Lakeshore Urban Areas vs. Rest of Region**  
**AM Peak Period (6:00-9:00), 2016**



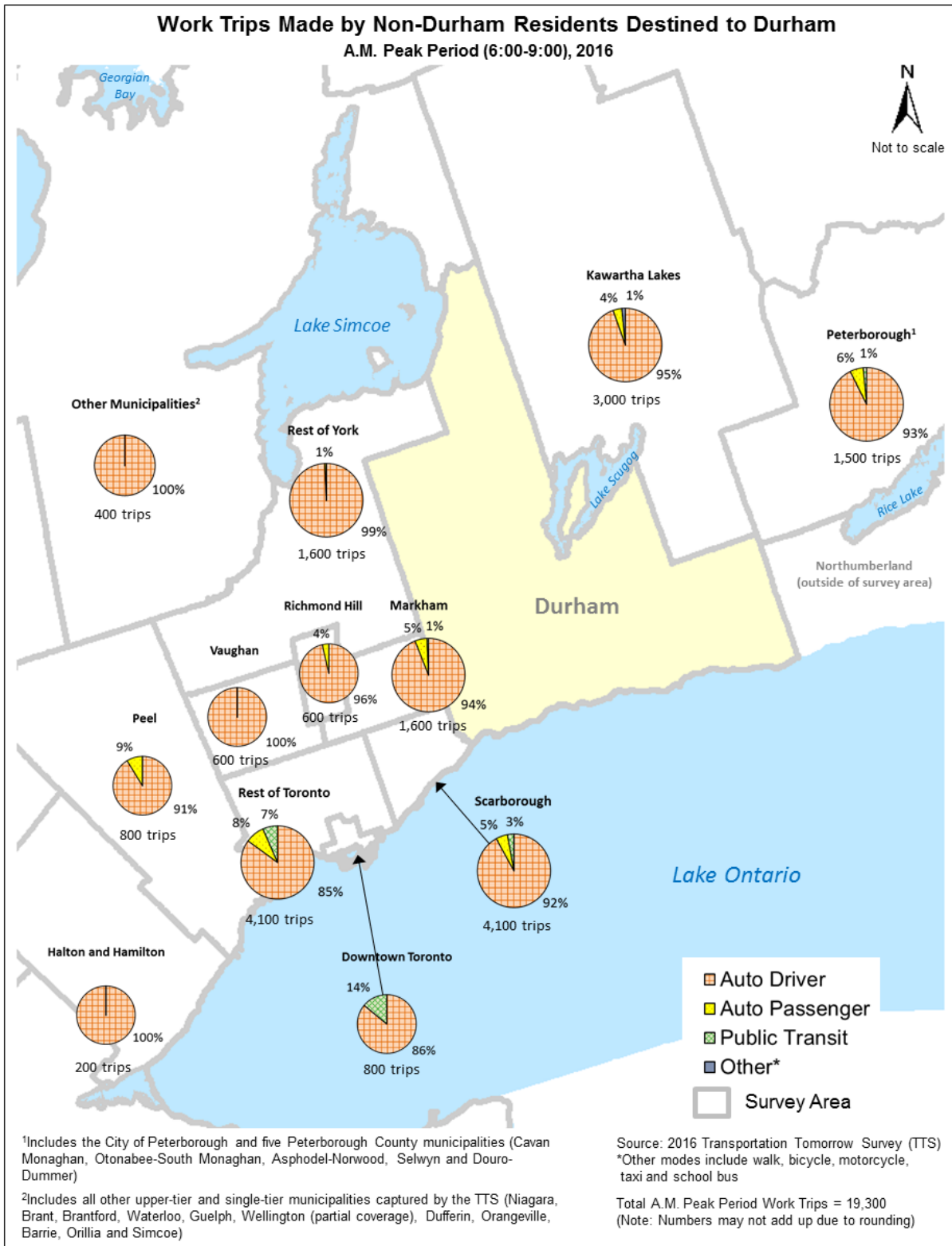
3.17 In terms of visualizing the distribution of work trips made by Durham residents in 2016 by mode of travel, Figure 7 illustrates these work trips for the AM Peak Period. Of the 147,100 work trips made by Durham residents, 76,500 (48%, as noted above) remain in Durham. About 90% of the work trips that stay in Durham are auto driver trips.

Figure 7



- 3.18 Downtown Toronto is the largest destination for AM Peak Period work trips outside of Durham, representing 19,000 trips. Of these trips, 71% are made by public transit (mostly by GO Rail to Union Station, or a combination of DRT and/or GO Bus and GO Rail). A similar number of Durham residents commute to Scarborough (18,600 trips), as they do to other parts of Toronto outside of Downtown and Scarborough (19,000 trips). Markham is the most popular work destination outside of Toronto for Durham residents (10,700 trips), followed by Peel Region (3,400 trips). While a respectable share of work trips to Toronto outside of Downtown are made by transit (4% for Scarborough, 9% for rest of Toronto), trips to York Region and other areas consist of very few transit riders.
- 3.19 Figure 8 illustrates the distribution of work trips destined to Durham made by non-Durham residents, also during the AM Peak Period. Of the 19,300 work trips entering Durham, Scarborough and the rest of Toronto (outside of Downtown) have the most trip origins (both at 4,100 trips), followed by Kawartha Lakes (3,000 trips). Overall, the mode split of work trips entering the Region demonstrate a greater share of auto driver trips than trips leaving Durham, but trips originating Downtown Toronto and the rest of Toronto do show a certain degree of trip-making by transit.
- 3.20 The above analysis indicates that the number of work trips leaving the Region is far greater than those entering the Region during the morning commute. However, most jobs located in Durham are held by Durham residents (80%), which is the highest such share in the GTHA.

Figure 8



#### **4. Conclusion**

- 4.1 The TTS is a valuable resource for collecting information on travel behaviour, providing useful data for a variety of transportation and infrastructure planning projects.
- 4.2 The TTS continues to be the largest household travel survey regularly undertaken in North America. The survey results presented in this report is a snapshot of the data contained in the 2016 TTS summary reports, or that can be queried from the Data Management Group's data retrieval system.
- 4.3 An encouraging trend conveyed from the TTS data for Durham is that the share of trips made by transit has increased. This means that ridership growth has more than kept pace with population growth in the 2006-2016 period, with service improvements to GO Transit and Durham Region Transit services playing a large role in increasing transit use.
- 4.4 Trends that are not as encouraging to Durham's vision for an improved live-work balance are increases to the share of auto drivers (and corresponding decrease to auto passengers), no real gains in the share of trips made by active transportation, more drivers and vehicles per average household decreases to the jobs to population ratio, and greater out-commuting for Durham residents contributing to longer average trip lengths. The Region's continued efforts in promoting job creation, investing in transit and active transportation, and planning for more complete communities aim to reverse these trends in the future.
- 4.5 Planning is currently underway for the 2021 TTS, conducted by the University of Toronto's Transportation Research Institute. Called TTS 2.0, the Region is participating along with other survey partners in this project. A broad range of survey designs and methods are being researched and tested to address current and emerging data collection needs in the GGH, in order to be prepared for the 2021 TTS.

**5. Attachments**

Attachment #1: Key Demographic and Travel Characteristics for the Region of Durham and Area Municipalities, 2006-2016.

Respectfully submitted,

Original signed by

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

**Key Demographic and Travel Characteristics for the Region of Durham  
and Area Municipalities, 2006-2016**

**1) Region of Durham**

Characteristic	2006	2011	2016	Change (2006- 2011)	Change (2006- 2016)
Population <sup>1</sup>	539,500	608,200	634,600	68,700	95,100
Jobs	185,000	195,500	192,500	10,500	7,500
Jobs to Population Ratio	34%	32%	30%	-2%	-4%
Median Trip Length <sup>2</sup> (km) - Auto Driver	5.8	5.9	7.3	0.1	1.5
Median Trip Length <sup>2</sup> (km) - Local Transit	4.6	6.6	6.7	2.0	2.1
Median Trip Length <sup>2</sup> (km) - GO Train	38.2	38.6	39.9	0.4	1.7
Avg. No. of Vehicles per Household	1.7	1.8	1.8	0.1	0.1
Avg. No. of Licensed Drivers per Household	1.9	2.0	2.0	0.1	0.1
Daily Trips per Person (Age 11+)	2.6	2.6	2.3	-	-0.3
Daily Trips Made by Residents	1,221,000	1,342,000	1,279,200	121,000	58,200
By Primary Mode of Travel... <sup>3</sup>					
% by Auto Driver	70%	70%	72%	-	2%
% by Auto Passenger	17%	17%	14%	-	-3%
% by Public Transit	5%	6%	6%	1%	1%
% by Other	8%	8%	8%	-	-
By Trip Purpose Category... <sup>4</sup>					
% Home-Based Work	30%	29%	32%	-1%	2%
% Home-Based School	12%	11%	11%	-1%	-1%
% Home-Based Discretionary	42%	43%	41%	1%	-2%
% Non-Home-Based	16%	17%	16%	1%	-
Daily Trips Made Within Durham (%)	75%	75%	72%	-	-3%

## 2) City of Pickering

Characteristic	2006	2011	2016	Change (2006- 2011)	Change (2006- 2016)
Population <sup>1</sup>	84,200	88,700	90,200	4,500	6,000
Jobs	32,900	34,600	32,200	1,700	-700
Jobs to Population Ratio	39%	39%	36%	-	-3%
Median Trip Length <sup>2</sup> (km) - Auto Driver	6.2	6.2	9.4	-	3.2
Median Trip Length <sup>2</sup> (km) - Local Transit	7.2	13.7	12.5	6.5	5.3
Median Trip Length <sup>2</sup> (km) - GO Train	30.0	29.6	30.9	-0.4	0.9
Avg. No. of Vehicles per Household	1.8	1.8	1.9	-	0.1
Avg. No. of Licensed Drivers per Household	2.1	2.1	2.1	-	-
Daily Trips per Person (Age 11+)	2.7	2.7	2.3	-	-0.4
Daily Trips Made by Residents	202,800	210,000	182,500	7,200	-20,300
By Primary Mode of Travel... <sup>3</sup>					
% by Auto Driver	68%	68%	72%	-	4%
% by Auto Passenger	17%	17%	13%	-	-4%
% by Public Transit	6%	9%	9%	3%	3%
% by Other	8%	7%	7%	-1%	-1%
By Trip Purpose Category... <sup>4</sup>					
% Home-Based Work	29%	29%	35%	-	6%
% Home-Based School	13%	12%	11%	-1%	-2%
% Home-Based Discretionary	41%	43%	39%	2%	-2%
% Non-Home-Based	17%	16%	14%	-1%	-3%
Daily Trips Made Within Municipality (%)	45%	46%	41%	1%	-4%
Daily Trips Made Within Durham (%)	65%	66%	61%	1%	-4%



### 3) Town of Ajax

Characteristic	2006	2011	2016	Change (2006-2011)	Change (2006-2016)
Population <sup>1</sup>	87,700	109,600	116,800	21,900	29,100
Jobs	24,400	28,000	27,700	3,600	3,300
Jobs to Population Ratio	28%	26%	24%	-2%	-4%
Median Trip Length <sup>2</sup> (km) - Auto Driver	5.4	5.3	7.7	-0.1	2.3
Median Trip Length <sup>2</sup> (km) - Local Transit	8.4	14.2	14.5	5.8	6.1
Median Trip Length <sup>2</sup> (km) - GO Train	36.7	36.7	36.9	-	0.2
Avg. No. of Vehicles per Household	1.8	1.8	1.8	-	-
Avg. No. of Licensed Drivers per Household	2.0	2.0	2.1	-	0.1
Daily Trips per Person (Age 11+)	2.6	2.5	2.4	-0.1	-0.2
Daily Trips Made by Residents	193,200	235,000	235,300	41,800	42,100
By Primary Mode of Travel... <sup>3</sup>					
% by Auto Driver	68%	67%	69%	-1%	1%
% by Auto Passenger	16%	16%	14%	-	-2%
% by Public Transit	8%	9%	9%	1%	1%
% by Other	8%	7%	8%	-1%	-
By Trip Purpose Category... <sup>4</sup>					
% Home-Based Work	33%	31%	33%	2%	-
% Home-Based School	12%	13%	12%	-1%	-
% Home-Based Discretionary	40%	39%	38%	-1%	-2%
% Non-Home-Based	15%	17%	16%	2%	1%
Daily Trips Made Within Municipality (%)	45%	47%	41%	3%	-3%
Daily Trips Made Within Durham (%)	69%	67%	62%	-2%	-7%

#### 4) Town of Whitby

Characteristic	2006	2011	2016	Change (2006- 2011)	Change (2006- 2016)
Population <sup>1</sup>	105,200	122,100	126,100	16,900	20,900
Jobs	35,600	38,200	39,600	2,600	4,000
Jobs to Population Ratio	34%	31%	31%	-3%	-3%
Median Trip Length <sup>2</sup> (km) - Auto Driver	5.7	5.5	6.6	-0.2	0.9
Median Trip Length <sup>2</sup> (km) - Local Transit	5.1	6.7	6.3	1.6	1.2
Median Trip Length <sup>2</sup> (km) - GO Train	44.5	45.7	44.8	1.2	0.3
Avg. No. of Vehicles per Household	1.8	1.8	1.9	-	0.1
Avg. No. of Licensed Drivers per Household	1.9	2.0	2.0	0.1	0.1
Daily Trips per Person (Age 11+)	2.7	2.6	2.4	-0.1	-0.3
Daily Trips Made by Residents	245,100	266,800	260,800	21,700	15,700
By Primary Mode of Travel... <sup>3</sup>					
% by Auto Driver	71%	71%	70%	-	-1%
% by Auto Passenger	16%	16%	14%	-	-2%
% by Public Transit	5%	7%	7%	2%	2%
% by Other	7%	7%	9%	-	2%
By Trip Purpose Category... <sup>4</sup>					
% Home-Based Work	30%	28%	32%	-2%	2%
% Home-Based School	11%	11%	12%	-	1%
% Home-Based Discretionary	42%	44%	42%	2%	-
% Non-Home-Based	17%	17%	15%	-	-2%
Daily Trips Made Within Municipality (%)	47%	50%	48%	3%	1%
Daily Trips Made Within Durham (%)	76%	77%	75%	1%	-1%

## 5) City of Oshawa

Characteristic	2006	2011	2016	Change (2006-2011)	Change (2006-2016)
Population <sup>1</sup>	137,500	149,700	156,900	12,200	19,400
Jobs	58,900	56,700	54,500	-2,200	-4,400
Jobs to Population Ratio	43%	38%	35%	-5%	-8%
Median Trip Length <sup>2</sup> (km) - Auto Driver	4.1	4.4	5.0	0.3	0.9
Median Trip Length <sup>2</sup> (km) - Local Transit	3.8	4.1	4.4	0.3	0.6
Median Trip Length <sup>2</sup> (km) - GO Train	50.9	51.7	51.9	0.8	1.0
Avg. No. of Vehicles per Household	1.5	1.6	1.6	0.1	0.1
Avg. No. of Licensed Drivers per Household	1.7	1.7	1.7	-	-
Daily Trips per Person (Age 11+)	2.5	2.5	2.2	-	-0.3
Daily Trips Made by Residents	309,900	329,100	306,500	19,200	-3,400
By Primary Mode of Travel... <sup>3</sup>					
% by Auto Driver	69%	69%	70%	-	1%
% by Auto Passenger	18%	19%	15%	1%	3%
% by Public Transit	6%	6%	7%	-	1%
% by Other	8%	6%	8%	-2%	-
By Trip Purpose Category... <sup>4</sup>					
% Home-Based Work	29%	28%	31%	-1%	2%
% Home-Based School	10%	9%	10%	-1%	-
% Home-Based Discretionary	45%	45%	43%	-	-
% Non-Home-Based	16%	18%	16%	2%	-
Daily Trips Made Within Municipality (%)	63%	63%	60%	1%	-3%
Daily Trips Made Within Durham (%)	92%	89%	90%	-3%	-2%

## 6) Municipality of Clarington

Characteristic	2006	2011	2016	Change (2006- 2011)	Change (2006- 2016)
Population <sup>1</sup>	74,800	84,600	91,200	9,800	16,400
Jobs	17,100	18,500	21,300	1,400	4,200
Jobs to Population Ratio	23%	22%	23%	-1%	-
Median Trip Length <sup>2</sup> (km) - Auto Driver	8.1	8.5	9.4	0.4	1.3
Median Trip Length <sup>2</sup> (km) - Local Transit	3.1	9.8	10.0	6.7	6.9
Median Trip Length <sup>2</sup> (km) - GO Train	58.7	61.7	57.4	3.0	-1.3
Avg. No. of Vehicles per Household	1.9	1.9	2.1	-	0.2
Avg. No. of Licensed Drivers per Household	2.0	2.0	2.0	-	-
Daily Trips per Person (Age 11+)	2.5	2.6	2.3	0.1	-0.2
Daily Trips Made by Residents	163,000	184,300	183,100	21,300	20,100
By Primary Mode of Travel... <sup>3</sup>					
% by Auto Driver	72%	73%	76%	1%	4%
% by Auto Passenger	17%	17%	13%	-	-4%
% by Public Transit	2%	3%	3%	1%	1%
% by Other	9%	7%	7%	-2%	-2%
By Trip Purpose Category... <sup>4</sup>					
% Home-Based Work	30%	29%	34%	-1%	4%
% Home-Based School	12%	10%	10%	-2%	-2%
% Home-Based Discretionary	42%	44%	40%	2%	-2%
% Non-Home-Based	16%	17%	16%	1%	-
Daily Trips Made Within Municipality (%)	47%	47%	44%	-	-3%
Daily Trips Made Within Durham (%)	71%	69%	68%	-2%	-3%

## 7) Township of Uxbridge

Characteristic	2006	2011	2016	Change (2006- 2011)	Change (2006- 2016)
Population <sup>1</sup>	18,200	20,600	20,800	2,400	2,600
Jobs	5,400	7,300	7,100	1,900	1,700
Jobs to Population Ratio	30%	35%	34%	5%	4%
Median Trip Length <sup>2</sup> (km) - Auto Driver	12.2	11.3	15.2	-0.9	3.0
Median Trip Length <sup>2</sup> (km) - Local Transit	27.9	28.4	26.7	0.5	-1.2
Median Trip Length <sup>2</sup> (km) - GO Train	54.1	53.2	53.9	-0.9	-0.2
Avg. No. of Vehicles per Household	1.9	2.1	2.2	0.2	0.3
Avg. No. of Licensed Drivers per Household	1.9	2.0	2.1	0.1	0.2
Daily Trips per Person (Age 11+)	2.6	2.5	2.5	-0.1	-0.1
Daily Trips Made by Residents	39,700	46,700	46,200	7,000	6,500
By Primary Mode of Travel... <sup>3</sup>					
% by Auto Driver	74%	76%	74%	2%	-
% by Auto Passenger	17%	14%	14%	-3%	-3%
% by Public Transit	1%	1%	3%	-	2%
% by Other	8%	8%	9%	-	1%
By Trip Purpose Category... <sup>4</sup>					
% Home-Based Work	30%	28%	30%	-2%	-
% Home-Based School	10%	10%	11%	-	1%
% Home-Based Discretionary	40%	41%	42%	1%	2%
% Non-Home-Based	19%	20%	17%	1%	-2%
Daily Trips Made Within Municipality (%)	49%	48%	47%	-1%	-2%
Daily Trips Made Within Durham (%)	64%	61%	61%	-3%	3%

## 8) Township of Scugog

Characteristic	2006	2011	2016	Change (2006- 2011)	Change (2006- 2016)
Population <sup>1</sup>	20,300	21,600	21,200	1,300	900
Jobs	6,900	8,100	6,600	1,200	-300
Jobs to Population Ratio	34%	38%	31%	4%	-3%
Median Trip Length <sup>2</sup> (km) - Auto Driver	10.9	10.9	15.4	-	4.5
Median Trip Length <sup>2</sup> (km) - Local Transit	16.5	19.0	27.9	2.5	11.4
Median Trip Length <sup>2</sup> (km) - GO Train	56.6	58.6	62.2	2.0	5.6
Avg. No. of Vehicles per Household	2.0	2.1	2.1	0.1	0.1
Avg. No. of Licensed Drivers per Household	2.0	2.1	2.0	0.1	-
Daily Trips per Person (Age 11+)	2.4	2.4	2.2	-	-0.2
Daily Trips Made by Residents	43,300	47,800	41,900	4,500	-1,400
By Primary Mode of Travel... <sup>3</sup>					
% by Auto Driver	75%	75%	77%	-	2%
% by Auto Passenger	16%	15%	14%	-1%	-2%
% by Public Transit	0%	2%	2%	2%	2%
% by Other	8%	9%	7%	1%	-1%
By Trip Purpose Category... <sup>4</sup>					
% Home-Based Work	28%	30%	31%	2%	3%
% Home-Based School	10%	11%	7%	1%	-3%
% Home-Based Discretionary	44%	42%	46%	-2%	2%
% Non-Home-Based	18%	17%	16%	-1%	-2%
Daily Trips Made Within Municipality (%)	51%	53%	46%	2%	-5%
Daily Trips Made Within Durham (%)	78%	78%	72%	-	6%

## 9) Township of Brock

Characteristic	2006	2011	2016	Change (2006-2011)	Change (2006-2016)
Population <sup>1</sup>	11,600	11,400	11,300	-200	-300
Jobs	3,700	4,000	3,500	300	-200
Jobs to Population Ratio	32%	35%	31%	3%	-1%
Median Trip Length <sup>2</sup> (km) - Auto Driver	17.4	13.5	21.4	-3.9	4.0
Median Trip Length <sup>2</sup> (km) - Local Transit	-	47.3	13.5	-	-
Median Trip Length <sup>2</sup> (km) - GO Train	-	-	86.8	-	-
Avg. No. of Vehicles per Household	1.9	1.9	2.0	-	0.1
Avg. No. of Licensed Drivers per Household	1.9	1.9	1.9	-	0.0
Daily Trips per Person (Age 11+)	2.4	2.3	2.3	-0.1	-0.1
Daily Trips Made by Residents	24,000	22,400	22,900	-1,600	-1,100
By Primary Mode of Travel... <sup>3</sup>					
% by Auto Driver	73%	78%	77%	5%	4%
% by Auto Passenger	16%	14%	12%	-2%	-4%
% by Public Transit	0%	1%	1%	1%	1%
% by Other	10%	7%	10%	-3%	-
By Trip Purpose Category... <sup>4</sup>					
% Home-Based Work	29%	31%	31%	2%	2%
% Home-Based School	11%	8%	8%	-3%	-3%
% Home-Based Discretionary	41%	43%	42%	2%	1%
% Non-Home-Based	18%	18%	19%	-	1%
Daily Trips Made Within Municipality (%)	38%	42%	37%	4%	-1%
Daily Trips Made Within Durham (%)	52%	57%	49%	5%	3%

Source: Transportation Tomorrow Survey, 2006, 2011 and 2016

Notes: Numbers may not add up due to rounding. Missing values reflect survey results with fewer than four observations. Caution should be used in comparing 2006, 2011 and 2016 survey results, as the sampling frame was changed from telephone directory listings (used in 2006 and 2011) to the Canada Post address database in 2016. Further, the methodology used to expand the survey results to represent the population of the survey area differs for each survey year.

<sup>1</sup> Population data derived from the Transportation Tomorrow Survey (TTS) is slightly lower than the Census. In large part, this can be explained by the fact that the TTS excludes institutional populations, presents minor differences in household sizes, and is conducted in the fall (whereas the Census is conducted in the spring).

<sup>2</sup> Median Trip Length is based on straight line trip distances.

<sup>3</sup> If a trip uses more than one mode category, public transit is given preference. In cases where GO Train and local transit are used, GO Train is the dominant classification. Generally, only walk trips to and from work or school are included.

<sup>4</sup> Home-based Work trips are trips from home to work and work to home; Home-Based School trips are trips from home to school and school to home; Home-Based Discretionary trips are all other trips to and from the home; Non-Home-Based trips are all trips where neither trip end is at the home.