



## The Regional Municipality of Durham

### Planning & Economic Development Committee Agenda

Council Chambers  
Regional Headquarters Building  
605 Rossland Road East, Whitby

**Tuesday, October 6, 2020**

**9:30 AM**

Please note: In an effort to help mitigate the spread of COVID-19, and to generally comply with the directions from the Government of Ontario, it is requested in the strongest terms that Members participate in the meeting electronically. Regional Headquarters is closed to the public, all members of the public may [view the Committee meeting](#) via live streaming, instead of attending the meeting in person. If you wish to register as a delegate regarding an agenda item, you may register in advance of the meeting by noon on the day prior to the meeting by emailing [delegations@durham.ca](mailto:delegations@durham.ca) and will be provided with the details to delegate electronically.

**1. Roll Call**

**2. Declarations of Interest**

**3. Adoption of Minutes**

- A) Planning & Economic Development Committee meeting  
– September 8, 2020

Pages 4 - 12

**4. Statutory Public Meetings**

There are no statutory public meetings

**5. Delegations**

- 5.1 Diane Cameron, Director, Nuclear Energy, Natural Resources Canada, re: Canada's Small Modular Reactor Action Plan (2020-EDT-9) [Item 8.2 C)]

- 5.2 Kristen Hinde, Project Engineer, Skelton Brumwell & Associates; Anne Guiot, Senior Planner, Skelton Brumwell & Associates; and Victor Giordano, VicDom Sand and Gravel, re: Application to Amend the Durham Regional Official Plan submitted by VicDom Sand and Gravel (Ontario) Ltd., File: OPA 2014-008 (2020-P-20) [Item 7.2 A)]

## **6. Presentations**

- 6.1 Anthony Caruso, Senior Planner, re: Durham Regional Cycling Plan Update (RCPU) – 2<sup>nd</sup> Project Status Summary (2020-P-22) [Item 7.2 C)]
- 6.2 Brandon Pickard, Tourism Manager, re: Recovery Video Series – Supporting Local Business (2020-EDT-7) [Item 8.2 A)]

## **7. Planning**

### **7.1 Correspondence**

### **7.2 Reports**

- A) Application to Amend the Durham Regional Official Plan, submitted by VicDom Sand and Gravel (Ontario) Ltd., to permit a new Aggregate Resource Extraction Area in the Township of Uxbridge, File: OPA 2014-008 (2020-P-20) 13 - 32
- B) Project Update: VIA Rail Canada's proposal for High Frequency Rail Service between Quebec City and Toronto (2020-P-21) 33 - 39
- C) Durham Regional Cycling Plan Update (RCPU) – 2<sup>nd</sup> Project Status Summary (2020-P-22) 40 - 81

## **8. Economic Development**

### **8.1 Correspondence**

### **8.2 Reports**

- A) Recovery Video Series – Supporting Local Business (2020-EDT-7) 82 - 85
- B) Local Food Business Retention and Expansion Project: Implementation Update (2020-EDT-8) 86 - 93
- C) Natural Resources Canada Small Nuclear Reactor Action Plan 2020 (2020-EDT-9) 94 - 110

**9. Advisory Committee Resolutions**

There are no advisory committee resolutions to be considered

**10. Confidential Matters**

There are no confidential matters to be considered

**11. Other Business**

**12. Date of Next Meeting**

Tuesday, November 3, 2020 at 9:30 AM

**13. Adjournment**

Notice regarding collection, use and disclosure of personal information:

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

## **The Regional Municipality of Durham**

### **MINUTES**

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

**Tuesday, September 8, 2020**

A regular meeting of the Planning & Economic Development Committee was held on Tuesday, September 8, 2020 in the Council Chambers, Regional Headquarters Building, 605 Rossland Road East, Whitby, Ontario at 9:31 AM. Electronic participation was offered for this meeting.

#### **1. Roll Call**

Present: Councillor Ryan, Chair  
Councillor Joe Neal, Vice-Chair  
Councillor Bath-Hadden  
Councillor Highet  
Councillor Kerr  
Councillor Lee  
Councillor Yamada  
Regional Chair Henry  
**\* all members of Committee, except Regional Chair Henry, participated electronically**

Also  
Present: Councillor Wotten

Staff  
Present: E. Baxter-Trahair, Chief Administrative Officer  
B. Bridgeman, Commissioner of Planning and Economic Development  
H. Finlay, Senior Planner  
S. Gill, Director, Economic Development and Tourism  
C. Goodchild, Manager, Policy Planning & Special Studies  
V. Hendry, Project Planner  
R. Inacio, Systems Support Specialist, Corporate Services – IT  
S. Jibb, Manager, Economic Development, Agriculture and Rural Affairs  
S. Jones, Manager, Data, Mapping and Graphics  
G. Muller, Director of Planning  
G. Pereira, Manager, Transportation Planning  
B. Pickard, Manager, Tourism  
J. Presta, Director of Environmental Services, Works Department  
L. Riviere-Doersam, Principal Planner  
K. Ryan, Senior Solicitor, Corporate Services – Legal Services  
S. Salomone, Manager, Economic Development, Business Development and Investment



J. Severs, Manager, Economic Development, Marketing and Cluster Development  
C. Tennisco, Committee Clerk, Corporate Services – Legislative Services  
L. Trombino, Manager, Plan Implementation  
T. Fraser, Committee Clerk, Corporate Services – Legislative Services

**2. Declarations of Interest**

There were no declarations of interest.

**3. Adoption of Minutes**

Moved by Regional Chair Henry, Seconded by Councillor Lee,  
(41) That the minutes of the following meetings be adopted:

- Regular Planning & Economic Development Committee meeting held on July 7, 2020; and
- Closed Planning & Economic Development Committee meeting held on July 7, 2020.

CARRIED

**4. Statutory Public Meetings**

There were no statutory public meetings.

**5. Delegations**

**5.1 Claire Malcolmson, Rescue Lake Simcoe Coalition, re: Environmental and Corporate Developmental Effects that are taking place in the Lake Simcoe watershed**

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Claire Malcolmson, participating electronically, provided a PowerPoint presentation regarding Lake Simcoe: Threats and Opportunities 2020.

Ms. Malcolmson advised that the Rescue Lake Simcoe Coalition was formed in 2003 and has 26 member groups, including SOS Beaverton. She also advised that one of their accomplishments was advocating for and championing the campaign for the Lake Simcoe Protection Act and Lake Simcoe Protection Plan. She further advised that they have provided comments on the Region's Environment and Greenlands System Discussion Paper and hope to work with local community groups on the Durham Regional Official Plan review.

Ms. Malcolmson stated that the Province will start the Lake Simcoe Protection Plan review in the fall of 2020. She advised that she is requesting the Planning & Economic Development Committee to endorse their Model Council Resolution and refer it to Regional Council or to consider it as the Region prepares its comments to the Province on the Lake Simcoe Protection Plan review.

Ms. Malcolmson displayed a map of the Lake Simcoe Watershed and she stated that one of the things the Rescue Lake Simcoe Coalition is prioritizing is the importance of protecting our water quality and our natural heritage. She advised that tourism and recreation bring in an estimated \$420 million each year for the local economy. She also stated that the value of the ecosystem goods and services provided by the Lake Simcoe watershed are worth more than \$975 million per year.

Ms. Malcolmson provided a breakdown of Lake Simcoe phosphorus sources and a figure of phosphorus loads to Lake Simcoe. She explained that there is a phosphorus load target of 44 tonnes per year and she stated that phosphorus levels peaked at 131 tonnes in 2017. She added that the phosphorus reduction targets of the Lake Simcoe Protection Plan are not being achieved.

Moved by Councillor Lee, Seconded by Councillor Highet,  
(42) That Ms. Malcolmson be granted a one time 2-minute extension in order to finish her delegation.

CARRIED

Ms. Malcolmson outlined some of the areas that were strengthened under the Lake Simcoe Protection Plan. She stated that a review of the Lake Simcoe Protection Plan will take place in the fall. She explained that the Rescue Lake Simcoe Coalition has developed some priorities and she encouraged Committee members to review the priorities.

Ms. Malcolmson stated that the Minister's 10-Year Report on Lake Simcoe seemed biased to the Rescue Lake Simcoe Coalition and claims to meet reporting requirements of the Lake Simcoe Protection Plan, but it does not. She also stated that members of the Lake Simcoe Science Committee are not happy with the Minister's report, and feel that progress against targets and indicators was not done in a systematic way that allows them to evaluate if we are achieving the targets of the Lake Simcoe Protection Plan.

Ms. Malcolmson concluded by outlining the Rescue Lake Simcoe Coalition Model Council Resolution.

Ms. Malcolmson responded to questions of the Committee.

- 5.2 Hugh Stewart, Clark Consulting Services, re: Application to Amend the Durham Regional Official Plan submitted by Darmar Farms Inc., File: OPA 2020-001, and Application to Amend the Durham Regional Official Plan submitted by D.S. & B. Farms Inc., File: OPA 2020-002 (2020-P-16 and 2020-P-17)

Hugh Stewart, participating electronically, appeared before the Committee with respect to applications to amend the Durham Regional Official Plan submitted by Darmar Farms Inc. and D.S. & B. Farms Inc. Mr. Stewart advised that he was the

applicants' agent and was present to answer any questions on Reports #2020-P-16 and 2020-P-17 of the Commissioner of Planning and Economic Development.

Mr. Stewart responded to a question of the Committee.

## **6. Presentations**

There were no presentations to be heard.

## **7. Planning**

### **7.1 Correspondence**

There were no communications to consider.

### **7.2 Reports**

- A) Application to amend the Durham Regional Official Plan, submitted by Darmar Farms Inc. to permit the severance of a dwelling rendered surplus to a farming operation as a result of the consolidation of non-abutting farm parcels, in the Township of Brock, File: OPA 2020-001 (2020-P-16)
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Report #2020-P-16 from B. Bridgeman, Commissioner of Planning and Economic Development, was received.

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

- A) That Amendment #180 to the Durham Regional Official Plan, to permit the severance of a dwelling rendered surplus to a farming operation as a result of the consolidation of non-abutting farm parcels, be adopted as contained in Attachment #3 to Report #2020-P-16 of the Commissioner of Planning and Economic Development; and
- B) That "Notice of Adoption" be sent to the applicant, the applicant's agent, the Township of Brock, the Ministry of Municipal Affairs and Housing, and all other persons or public bodies who requested notification of this decision.

CARRIED

- B) Application to amend the Durham Regional Official Plan, submitted by D.S. & B. Farms Inc. to permit a severance of a dwelling rendered surplus to a farming operation as a result of a consolidation of non-abutting farm parcels, in the Township of Brock, File: OPA 2020-002 (2020-P-17)
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Report #2020-P-17 from B. Bridgeman, Commissioner of Planning and Economic Development, was received.

Moved by Councillor Highet, Seconded by Councillor Yamada,  
(44) That we recommend to Council:

- A) That Amendment #179 to the Durham Regional Official Plan, to permit the severance of a dwelling rendered surplus as a result of the consolidation of non-abutting farm parcels, be adopted as contained in Attachment #3 to Report #2020-P-17 of the Commissioner of Planning and Economic Development; and
- B) That “Notice of Adoption” be sent to the applicant, the applicant’s agent, the Township of Brock, the Ministry of Municipal Affairs, and all other persons or public bodies who requested notification of this decision.

CARRIED

- C) Proposed Amendment to the Durham Regional Official Plan for lands in the Municipality of Clarington, File: OPA 2020-003 (2020-P-18)

Report #2020-P-18 from B. Bridgeman, Commissioner of Planning and Economic Development, was received.

B. Bridgeman responded to questions with respect to the background of Official Plan Amendment #107 to the Municipality of Clarington Official Plan; and whether this request was part of the Region’s Municipal Comprehensive Review process.

Moved by Councillor Joe Neal, Seconded by Councillor Highet,  
(45) That we recommend to Council:

- A) That Amendment #181 to the Durham Regional Official Plan, to permit a site-specific policy exception to permit urban residential and related uses for lands in the southwest quadrant of Bloor Street and Courtice Road, be adopted as contained in Attachment #3 to Report #2020-P-18 of the Commissioner of Planning and Economic Development; and
- B) That “Notice of Adoption” be sent to the Municipality of Clarington, the Ministry of Municipal Affairs and Housing, and all other persons or public bodies who requested notification of this decision.

CARRIED

- D) Review of the Region of Durham’s Soil and Groundwater Assessment Protocol (2020-P-19)

Report #2020-P-19 from B. Bridgeman, Commissioner of Planning and Economic Development, was received.

B. Bridgeman responded to questions with respect to whether fill operations are required to comply with the Region’s Soil and Groundwater Assessment Protocol;

and whether a Phase Two Environmental Site Assessment (ESA) is required for importing fill.

Moved by Councillor Lee, Seconded by Councillor Kerr,  
(46) That Report #2020-P-19 of the Commissioner of Planning and Economic Development be received for information.

CARRIED

## **8. Economic Development**

### **8.1 Correspondence**

There were no communications to consider.

### **8.2 Reports**

There were no Economic Development reports to consider.

## **9. Advisory Committee Resolutions**

### **9.1 Durham Agricultural Advisory Committee**

#### **A) Bruce Sargent, Farm Boy Productions – Virtual Farm Tour Video Discussion**

Moved by Councillor Highet, Seconded by Regional Chair Henry,  
(47) That the following resolution from the Durham Agricultural Advisory Committee be received for information:

That the DAAC Farm Tour scheduled for September 17, 2020 be cancelled due to the COVID-19 pandemic and that a Virtual Farm Tour be held in its place.

CARRIED

#### **B) Improving Connectivity in Ontario (ICON) Program**

Moved by Councillor Kerr, Seconded by Councillor Lee,  
(48) That the following resolution from the Durham Agricultural Advisory Committee be received for information:

That the Durham Agricultural Advisory Committee supports the Region of Durham's application to the Improving Connectivity in Ontario (ICON) program for the establishment of a Regional Broadband Network and that a letter of support as provided in Attachment #2 to the August 18, 2020 DAAC agenda be forwarded to Planning and Economic Development staff as part of the submission to the Ministry of Infrastructure regarding the Region of Durham application to the ICON Program; and

That the Planning and Economic Development Committee be so advised.

CARRIED

**10. Confidential Matters**

There were no confidential matters to be considered.

**11. Other Business**

**11.1 Economic Development and Tourism Division Initiatives**

S. Gill provided an overview of the initiatives the Economic Development and Tourism Division has been working on over the summer.

He advised that COVID response activities include a comprehensive online portal with resources for Durham businesses, which features over 135 local businesses in various directories for personal protective equipment (PPE), Ecommerce services, and local food suppliers.

He also advised that Digital Main Street is now live in Durham and the service is being delivered by the Clarington Board of Trade, Downtown Whitby Business Improvement Area, and Business Advisory Centre Durham. More details are available from the Regional website at [investdurham.ca/digitalservices](https://investdurham.ca/digitalservices).

He further advised that the Downtowns of Durham project with the Business Improvement Areas has been a success and includes over 850 small business profiles. He added that phase 2 improvements are underway and include content marketing and adding a downtown area in the City of Pickering.

He also advised that work is underway on the Durham Marketplace platform, which will be open to businesses in Durham Region to list their products in a central, Durham only, online marketplace. He noted that the Whitby Business Improvement Area is leading this project.

He further advised that the Region's COVID response advertising campaign is ongoing and promotes the Digital Main Street program, re-skilling programs at Durham's post-secondary institutions, and small business and tourism industries through social media channels.

S. Gill also advised that there are upcoming investment attraction campaigns and the first is centrally focussed on the EN3 sectors (Energy, Engineering and Environmental). He noted that the second campaign will highlight Durham's history of innovation.

He further advised that the Tourism division has produced a series of eight videos showcasing some incredible stories from restaurants throughout the crisis. He noted that staff has also produced a "Durham Region is Our Home" video, and are planning to launch a series of 10 agriculture videos shortly in support of local food and agri-tourism.

He also advised that staff have prioritized the action items in the Local Food BR+E project and is making great progress in advancing them. He added that a report with an update is expected at the October Planning & Economic Development Committee meeting.

S. Gill concluded by advising that in August 2020, it was announced that the Township of Uxbridge will receive up to \$100,000 from the Province to develop a downtown revitalization plan. He stated that Regional Economic Development submitted the Rural Economic Development Fund (RED) grant application and will be participating on the steering committee for the project.

S. Gill responded to a question with respect to the Digital Main Street program. He advised that information on the Digital Main Street program and COVID response initiatives are available on the Regional website at [investdurham.ca/covidresponse](https://investdurham.ca/covidresponse).

#### 11.2 The Troubadour Series

Councillor Kerr advised that musicians are playing outdoors outside downtown patios in the City of Oshawa on Friday and Saturday nights for the next six weeks. He stated that the Troubadour Series is being sponsored by the Downtown Oshawa BIA and the plan is to continue the series next year for the whole outdoor patio season. He offered to provide additional details to S. Gill to see if the Economic Development and Tourism division can assist with promoting and marketing for the 2021 season.

#### **Date of Next Meeting**

The next regularly scheduled Planning & Economic Development Committee meeting will be held on Tuesday, October 6, 2020 at 9:30 AM in the Council Chambers, Regional Headquarters Building, 605 Rossland Road East, Whitby.

#### **12. Adjournment**

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

CARRIED

The meeting adjourned at 10:20 AM

Respectfully submitted,

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D. Ryan, Chair

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T. Fraser, 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: #2020-P-20  
Date: October 6, 2020

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**Subject:**

Decision Meeting Report

Application to Amend the Durham Regional Official Plan, submitted by VicDom Sand and Gravel (Ontario) Ltd., to permit a new Aggregate Resource Extraction Area in the Township of Uxbridge, File: OPA 2014-008

Amendment #182 to the Durham Regional Official Plan

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**Recommendation:**

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

- A) That Amendment #182 to the Durham Regional Official Plan to permit a new aggregate resource extraction area, as detailed in Attachment #3 to Commissioner's Report #2020-P-20, be approved; and
  - B) That "Notice of Adoption" be sent to the applicant, the Township of Uxbridge, the Lake Simcoe Region Conservation Authority, the Ministry of Municipal Affairs and Housing, the Ministry of Natural Resources and Forestry, and to all persons or public bodies who made a submission or requested notification of the decision.
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**Report:****1. Purpose**

- 1.1 The purpose of this report is to recommend approval of an amendment to the Durham Regional Official Plan (ROP) to permit a new aggregate resource extraction area in the Township of Uxbridge. A map illustrating the location of the subject site is provided in Attachment #1.

**2. Background**

- 2.1 On July 15, 2014, Skelton, Brumwell & Associates, on behalf of VicDom Sand and Gravel (Ontario) Ltd., submitted an application to amend the ROP to permit a new aggregate pit operation in the Township of Uxbridge. The application was deemed complete on July 25, 2014.
- 2.2 The application proposes to establish the principle of aggregate extraction on the subject site. The application also proposes to import recycled aggregate materials for blending and resale, which is a common practice for Category 3 aggregate pits. Although the application would expand an existing neighbouring pit operation, due to separate land ownerships and aggregate licenses, it must be treated as a new pit.
- 2.3 Planning approvals from the Township of Uxbridge will also be required, including an Official Plan Amendment and Zoning By-law Amendment. Additionally, the Ministry of Natural Resources and Forestry (MNRF) is required to approve a new Aggregate License Site Plan under the Aggregate Resource Act (ARA).

**3. Subject Site and Surrounding Lands**

- 3.1 The subject site is generally located 5 kilometers south of the Uxbridge urban area, at the northwest corner of Goodwood Road and Lake Ridge Road. The site is municipally addressed as 3900 Lake Ridge Road.
- 3.2 The subject site is legally described as Part of Lot 15, Concessions 7 and 8, Part of the Road Allowance between Concessions 7 and 8, and Part of the Road Allowance between Lots 15 and 16, Concessions 7 and 8, in the Township of Uxbridge.
- 3.3 The subject site is approximately 19.1 hectares (47 acres), in size, after road widenings are taken for Lake Ridge Road. Of that total, 18.9 hectares (46 acres) would be licensed and 15.1 hectares (37 acres) is proposed for extraction.

- 3.4 The subject site is currently cultivated. A vacant dwelling fronting onto Lake Ridge Road and a shed are proposed to be demolished as they form part of the proposed licensed area.
- 3.5 The following land uses surround the subject site:
- North – Aggregate Resource Extraction Area #16 (a gravel pit operated by VicDom);
  - East – Lakeridge Road and Aggregate Resource Extraction Area #34 (also operated by VicDom) and the Region of Durham Maintenance Depot;
  - South – Goodwood Road and a large wooded/plantation area, and the closest rural residential dwelling is located approximately 220 metres from the proposed pit; and
  - West – existing entrance/exit to Aggregate Pit #16.
- 3.6 The Regionally-owned Durham Forest Lands are located further to the south and west from the subject site, as detailed in Attachment #1.

#### **4. Aggregate Resources Act Application**

- 4.1 An application for a Category 3 Class A licence has been filed under the Aggregate Resource Act with the MNRF. A Category 3, Class A license restricts the operator from extracting aggregate materials no closer than 1.5 metres above the established groundwater table.
- 4.2 A total of approximately 5.6 million tonnes of material is proposed to be extracted over a period of approximately 15 years. The maximum amount of material to be removed from the site is proposed not to exceed 500,000 tonnes annually.
- 4.3 A 4 metre (13 feet) landscaped berm would be provided along Lake Ridge Road and Goodwood Road to shield the site from the road and surrounding uses.
- 4.4 Extraction is proposed to be conducted in two phases, progressing from east to west.
- 4.5 The proposed new pit would access Goodwood Road (Regional Road 21) using the existing entrance/exit for Aggregate Pit No. 16. This driveway is 900 metres west of Lake Ridge Road, at the west end of the subject site.

#### **5. Provincial Plans and Policies**

- 5.1 Aggregate Resource Extraction Areas may be permitted in accordance with the

policies of the Provincial Policy Statement (PPS), and the Oak Ridges Moraine Conservation Plan (ORMCP).

### **Provincial Policy Statement, 2020**

- 5.2 The PPS encourages the establishment of new Aggregate Resource Extraction Areas as close to markets as possible. The extraction of mineral aggregates may be undertaken provided issues of public health, public safety, economic, and environmental impacts including impacts on natural heritage features and the quality and quantity of groundwater can be addressed. In addition, progressive rehabilitation of resource extraction areas is required.
- 5.3 The PPS also requires major facilities (including Aggregate Resource Extraction Areas) and sensitive land uses to be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects from odour, noise, and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities.

### **Oak Ridges Moraine Conservation Plan, 2017**

- 5.4 The subject site is located within the “Countryside Area” designation of the ORMCP. The Plan recognizes that mineral aggregates are a non-renewable resource in the Moraine. In “Countryside Areas”, new aggregate resource operations are required to meet stringent review and approval standards, including requirements for rehabilitation. Aggregate Extraction activities are permitted, subject to the following considerations:
- Maintaining the quantity and quality of groundwater and surface water, and where possible, improving or restoring the water sources;
  - Rehabilitating as much of the site as possible with self-sustaining vegetation;
  - Maintaining the health, diversity, size and connectivity of any key natural heritage features on the site or on adjacent land; and
  - Protecting the geological and geomorphological attributes of any areas of natural and scientific interest (earth science) on the site, or on adjacent lands.
- 5.5 The subject site is also located in an Area of High Aquifer Vulnerability. Certain uses, such as the storage of hazardous or liquid industrial waste, underground and above-ground storage tanks that are not equipped with a secondary containment device, and waste disposal sites and facilities are prohibited in these areas.

**Lake Simcoe Protection Plan**

- 5.6 The subject site is located within the Lake Simcoe Watershed, and is subject to the policies of the Lake Simcoe Protection Plan (LSPP). Sections 4.19 to 4.21 of the LSPP include specific policy directions regarding the construction and aggregate activities for mineral aggregate operators and municipalities in the watershed. Section 4.19-SA encourages the aggregate industry to adopt best management practices as a proactive measure to reduce potential contribution of phosphorus loadings to the watershed.
- 5.7 In order to ensure that potential impacts of runoff from aggregate extraction operations are appropriately managed, Section 4.20-DP of the LSPP requires municipalities to incorporate the following measures into site alteration and site plan agreements:
- a. Keep the removal of vegetation, grading and soil compaction to the minimum necessary to carry out development activity;
  - b. Removal of vegetation shall not occur more than 30 days prior to grading or construction;
  - c. Put in place structures to control and convey runoff;
  - d. Minimize sediment that is eroded offsite during construction;
  - e. Seed exposed soils once construction is complete and seasonal conditions permit; and
  - f. Ensure erosion and sediment controls are implemented effectively.

**6. Durham Regional Official Plan**

- 6.1 The subject site is within the Greenlands System and is designated “Oak Ridges Moraine Area” within the Durham Regional Official Plan (ROP). Schedule ‘B’ – Map ‘B3’ of the ROP classifies the site as “Countryside Area”. Portions of the subject site are within a high aquifer vulnerability area as per Schedule ‘B’ – Map ‘B2’ of the ROP. Schedule ‘D’ of the ROP identifies the site as being within an area of high potential aggregate resources.
- 6.2 Policy 9D.2.2 of the ROP states that no new pits or expansion of existing pit or quarry operations will be permitted beyond the applicable Aggregate Resource Extraction Areas identified on Schedule ‘A’ and described on Schedule ‘E’ – Table ‘E1’, other than by amendment to the ROP.
- 6.3 Policy 9D.2.9 of the ROP indicates that an application to amend the ROP for a new or expanded Aggregate Resource Extraction Area is to be accompanied by

technical studies that assess potential impacts on water resources and natural heritage features, impacts related to noise and dust, as well as truck traffic, haul routes and any associated costs to the Region or area municipality.

## **7. Applicant's Reports and Peer Review Conclusions**

7.1 In support of the application, the following technical reports were submitted:

- "Technical Background Report", dated April 2014, prepared by Skelton Brumwell & Associates Inc.;
- "Hydrogeological Assessment Report", dated May 2013, and updated July 2013, prepared by Genivar Inc.;
- "Natural Environment – Level 1 & 2 Assessment Report", dated May 2014, prepared by Skelton Brumwell & Associates Inc.;
- "Acoustic Assessment Report", dated September 9, 2013, prepared by Akoustic Engineers Ltd.;
- "Air Quality Assessment", dated April 14, 2017, prepared by R.J. Burnside & Associated Ltd.;
- "Stage 1 and 2 Archaeological Assessment Reports", dated June 2012, prepared by Archaeological Assessment Inc.;
- "Traffic Impact Study", dated April 2014, prepared by Skelton Brumwell & Associates Inc.;
- Memorandum re: Lighting at the proposed VicDom Utica Pit, dated November 2013, prepared by Skelton Brumwell & Associates Inc.; and
- Phase 1 Environmental Site Assessment", dated October 2013, prepared by Skelton Brumwell & Associates Inc.

7.2 Some of the key findings and recommendations of the reports include the following:

- Dust and air quality mitigation measures resulting from truck traffic on unpaved roads as well as the extraction activities have been thoroughly studied. Mitigation measures such as reduced speed limits on site, water suppression technology, limits on extraction depending on wind direction, and the development of a BMPP have been included on the ARA License Site Plan;
- No archaeological artifacts were identified on the subject site;
- Although potable wells are located on all sides of the proposed aggregate pit, they appear to tap a deep unconfined aquifer. The pit will only be allowed to excavate to 1.5 metres above the groundwater level, as to not disrupt the

surrounding water sources. The groundwater depth in this area is between 19.8 metres below ground surface (m bgs) and 29.9 m bgs and it was also determined that the water in this area flows in an easterly and southeasterly direction. Through this analysis, it was determined that the proposed aggregate operation is not anticipated to negatively impact the groundwater quality or quantity, or affect domestic water supply wells;

- There are significant woodlands directly south of Goodwood Road, south of the proposed aggregate pit. It was determined that the subject site will not have an impact on the habitat or ecological functions of the woodlands to the south; and
- The existing haul route for the aggregate pit to the north will be used for the proposed aggregate pit. The traffic analysis assumed 27 trips per hour (two-way trips) and determined that all intersections within the study area will continue to operate at an acceptable level of service. No road improvements are required at this time.

### **Regional Peer Review**

- 7.3 Golder Associates was retained at the applicant's expense to peer review the Noise Impact Study and Dust Assessment Reports submitted in support of the application. The peer review identified some information gaps and points of clarification. In response to these issues, additional information was provided to the Region. This information demonstrated that the Noise Impact Study and Dust Assessment reports were acceptable, subject to the implementation of several recommendations.

### **Air Quality Assessment and Dust Mitigation**

- 7.4 The Region's peer review has confirmed that a variety of mitigation measures must be included on the ARA License Site Plan to ensure that the level of dust created, and the quality of air will be acceptable. These measures include:
- The review of the Fugitive Dust Best Management Practices Plan (BMPP) for the site by a licensed engineering professional prior to the commencement of expansion activities. The BMPP should be prepared in accordance with the latest MECP Technical Bulletin entitled, "Management Approaches for Industrial Fugitive Dust Sources" and include the following as a minimum:
    - (a) Daily inspections of fugitive dust sources;
    - (b) Information to demonstrate that at the time of excavation and during

operations, the silt content on unpaved roads will be minimized to below 4.8%;

- (c) A log to record the daily water application rate and frequency to demonstrate that a rate and frequency of at least 1.5 L/m<sup>2</sup>/hr is met during dry conditions;
  - (d) A complaint handling procedure that includes notifying the Region within 24 hours of receiving any public dust complaints; and
  - (e) A continual improvement process to monitor the effectiveness of the best management practices.
- The BMPP fugitive dust inspection forms, road silt sampling results, daily logs of water application, and any complaints and responses by VicDom are to be reviewed annually to verify the BMPP is being followed appropriately; and
  - An assessment of crystalline silica is to be completed for the Site.

7.5 The related ARA License Site Plan includes the following requirements to reduce dust and improve air quality on the site: reduced speed limit, water suppression technology, limits on extraction depending on wind direction, and the development of a BMPP which will be kept on site for inspection by the MECP. The Region will require the ARA License Site Plan to be updated with the recommendations of the Region's peer reviewer, prior to final approval of the Site Plan.

## Noise Mitigation

7.6 The Region's peer review confirmed that the proposed aggregate pit will comply with MECP noise guidelines. Noise mitigation measures such as limits on operating time and acoustical berms have been recommended and incorporated into the proposed ARA License Site Plan.

7.7 Following the completion of the peer review, the applicant also agreed to the Township of Uxbridge's request for additional measures such as: reduced hours of operation, white noise back-up alarms on mobile equipment, and annual acoustical audits.

## 8. Consultation

8.1 The proposed Official Plan amendment application was circulated a number of agencies for review and comment, including the Township of Uxbridge, the Ministry of Municipal Affairs and Housing (MMAH), the Lake Simcoe Region Conservation Authority (LSRCA), the Regional Works Department and the Regional Health Department.



**Public Consultation**

- 8.2 The public meeting for the application was conducted at the Planning & Economic Development Committee on January 6, 2015. At the meeting the consultant spoke on behalf of the applicant. No residents spoke at the meeting and no written submissions have been received to date.

**Township of Uxbridge**

- 8.3 On June 22, 2020, the Council of the Township of Uxbridge adopted a resolution supporting approval of the ROP Amendment application subject to a number of items being included on the ARA License Site Plan and/or in the Township's Site Plan Agreement.
- 8.4 The items required by the Township as conditions to its approval included additional tree planting, a pre-extraction baseline residential well survey, annual monitoring reports for local ground and well water, the implementation of dust suppression techniques, mud tracking requirements, hours of operation, use of white noise back-up alarms, and annual acoustic monitoring. The detailed list of requirements can be found in Attachment #4.

**Ministry of Municipal Affairs and Housing**

- 8.5 As part of the Province's "one-window" planning process, the Ministry of Municipal Affairs and Housing (MMAH) has advised that the Ministry of Natural Resources and Forestry (MNR) and the Ministry of the Environment, Conservation and Parks (MECP) are generally satisfied with the application and supporting reports, and that further Provincial review will take place through the Aggregate Resource Act (ARA) application.

**Lake Simcoe Conservation Authority**

- 8.6 LSCRA has reviewed the application, the Natural Environment Assessment Report and Hydrogeological Report and subsequent submissions submitted in support of the application. In a letter dated January 5, 2017, LSCRA confirmed that the proposal meets the requirements of the PPS, the Greenbelt Plan, the ORMCP, and the Lake Simcoe Protection Plan as it relates to matters of natural heritage and hydrogeology.

- 8.7 The following note to be added to the “Operation Plan” of the ARA License Site Plan as requested by LSRCA:

“N.4 Hydrological Assessment – Groundwater level monitoring for wells 1911647, 1906265 and 1906375 (within 500 m of the Utica Pit) will be completed prior to the operation of the pit and then on a quarterly basis (March, June, September and November) upon commencement of operations for the duration of the license. Should a negative impact be detected as a result of the pit operation, remediation will be undertaken immediately by the pit operator.”

- 8.8 On August 31, 2020 the LSRCA reconfirmed that there are no concerns or further work to be completed prior to Regional approval of the ROPA.

### **Other Agencies**

- 8.9 The application was circulated to other agencies, such as the Regional Works Department, Regional Health, the school boards and utility companies. None of these agencies raised any concerns with the application.

## **9. Submitted Reports Review and Analysis**

### **Groundwater Management**

- 9.1 The application and supporting technical reports have been reviewed by the LSRCA. Initial concerns related to wells within the study area and the usage and storage of fuel on the site as the area is identified as a Significant Groundwater Recharge Area and a Highly Vulnerable Aquifer.
- 9.2 The Applicant's Consultants completed further work to address these concerns by adding notations regarding fuel storage and equipment maintenance on the ARA License Site Plan such that:
- No storage of fuel will occur on site;
  - Equipment will be fueled by a mobile refueling tank in accordance with the Liquid Handling Code;
  - Mobile equipment will be serviced off site; and
  - Stationary equipment will be serviced on site.
- 9.3 In addition, the Operational Plan was revised to further address protection of surrounding wells by requiring groundwater level monitoring for wells 1911647, 1906265 and 1906375 (within 500 metres of the Subject Site to be completed prior to the operation of the pit and then on a quarterly basis (March, June,

September and November) upon commencement of operations and for the duration of the license. Should a negative impact be detected as a result of the pit operation, remediation will be undertaken immediately by the pit operator.

- 9.4 LSCRA reviewed the additional materials and confirmed that the response and the notes placed on the site plan will mitigate against adverse effects to the environment, and indicated there were no further concerns.

### **Natural Heritage Resources**

- 9.5 One natural heritage feature, being a significant woodland, was identified on the adjacent lands to the south of the proposed aggregate pit.
- 9.6 MNRF and the LSRCA have confirmed that the proposed aggregate pit will not have any adverse effects on the significant woodlands to the south of the subject site.
- 9.7 As part of the Region and Province's progressive rehabilitation requirements, the final rehabilitation plan for the aggregate extraction area will result in the subject site returning to grassland, as requested by the MNRF. Additional reforestation will also be undertaken on the south and east quadrants of the subject site.

### **Traffic Study**

- 9.8 The subject site has frontage onto Lake Ridge Road (Regional Road 23) and Goodwood Road (Regional Road 21), which are both designated Type 'A' Arterial Roads and form part of the Strategic Goods Movement Network in the Regional Official Plan.
- 9.9 In August 2020, the Regional Works Department reconfirmed that the roads will be able to accommodate the truck traffic generated by the proposed pit, which is consistent with their intended function in the Regional Official Plan.
- 9.10 An updated traffic study will be required prior to Site Plan approval of the aggregate pit to confirm the access location(s) and identify any related access modifications or Regional road improvements that may be required to support safe operations on the road.

## **10. Notice of Meeting**

- 10.1 Written notification of the meeting time and location of Planning & Economic Development Committee was sent to all who made oral or written submissions or

requested notification, in accordance with Regional Council procedure.

- 10.2 The recommendation of the Planning & Economic Development Committee is scheduled to be considered by Council on October 28, 2020. If Council adopts an Amendment, Council's decision will be final unless appealed.

## **11. Conclusion**

- 11.1 The Region's Official Plan permits new aggregate extraction areas by way of an amendment, subject to a number of criteria. Through the submission of the technical reports and the Region's peer review process, the applicant has demonstrated that the proposed aggregate pit conforms to applicable ROP policies.
- 11.2 The proposed amendment to permit a new Aggregate Resource Extraction Area conforms to the applicable Provincial legislation, consistent with the Provincial Policy Statement and conforms to the ROP. The studies submitted in support of the amendment has been evaluated by staff and the Region's peer review experts. The proposal meets the criteria outlined in the ROP for a new aggregate extraction area.
- 11.3 Approval of the proposed ROPA by Regional Council will allow the Township of Uxbridge to adopt the corresponding Official Plan and Zoning By-law amendments permitting the new aggregate operation. The approval of the ROPA will also allow the Aggregate Resources Act application to be further considered by the MNRF.
- 11.4 It is recommended that the proposed Aggregate Resource Extraction Area be approved, as set out in Attachment 3 to this report.

## **12. Attachments**

Attachment #1: Location Sketch

Attachment #2: Site Plan – Key Features

Attachment #3: Amendment No. 182 to the Durham Regional Official Plan

Attachment #4: Uxbridge Council Requirements for the Proposed Pit

Respectfully submitted,

Original signed by

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

Recommended for Presentation to Committee

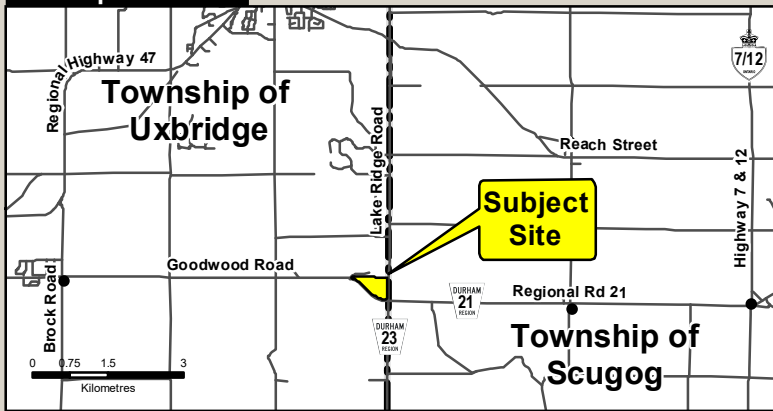
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Elaine C. Baxter-Trahair  
Chief Administrative Officer



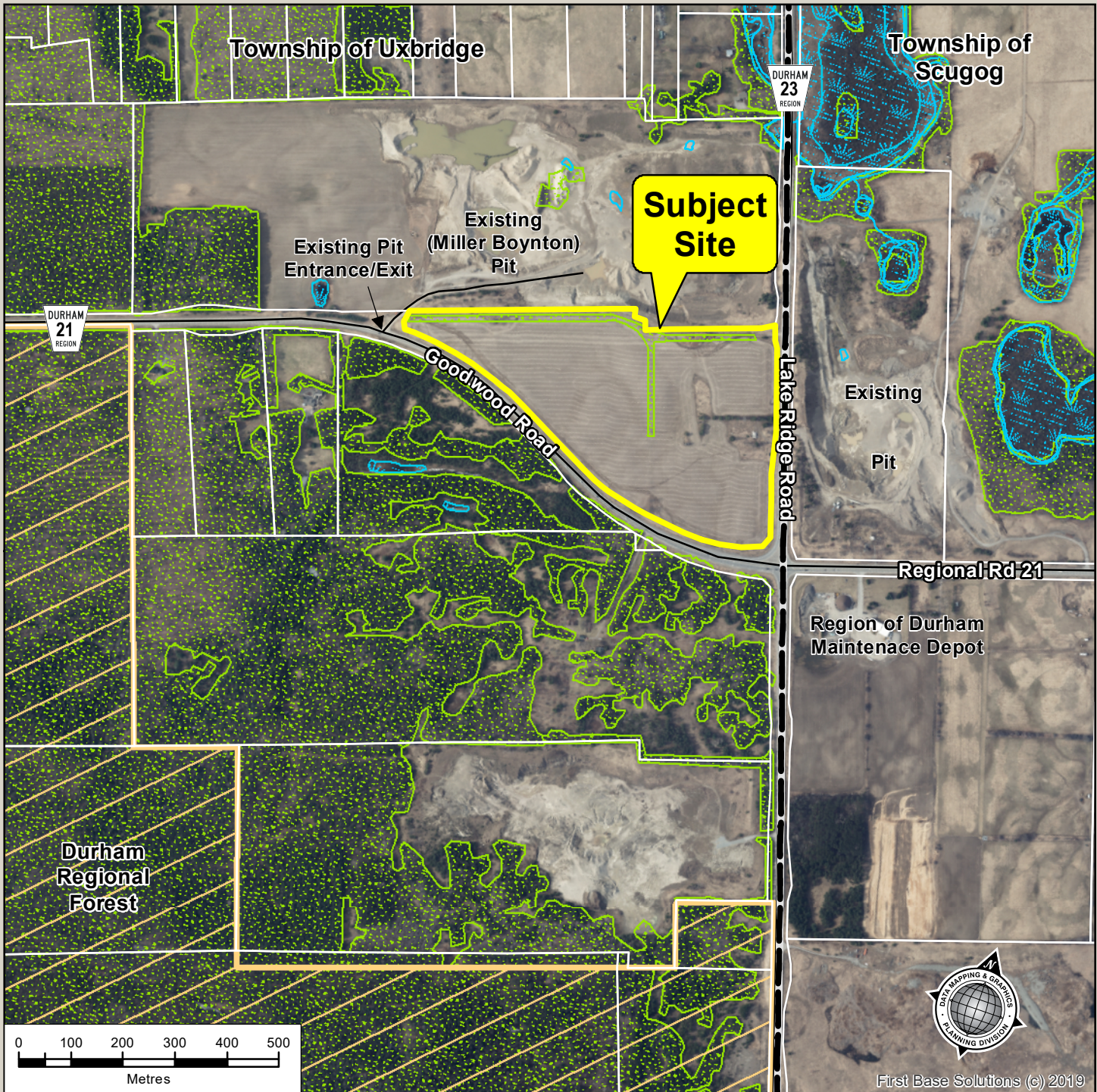
## Municipal Context



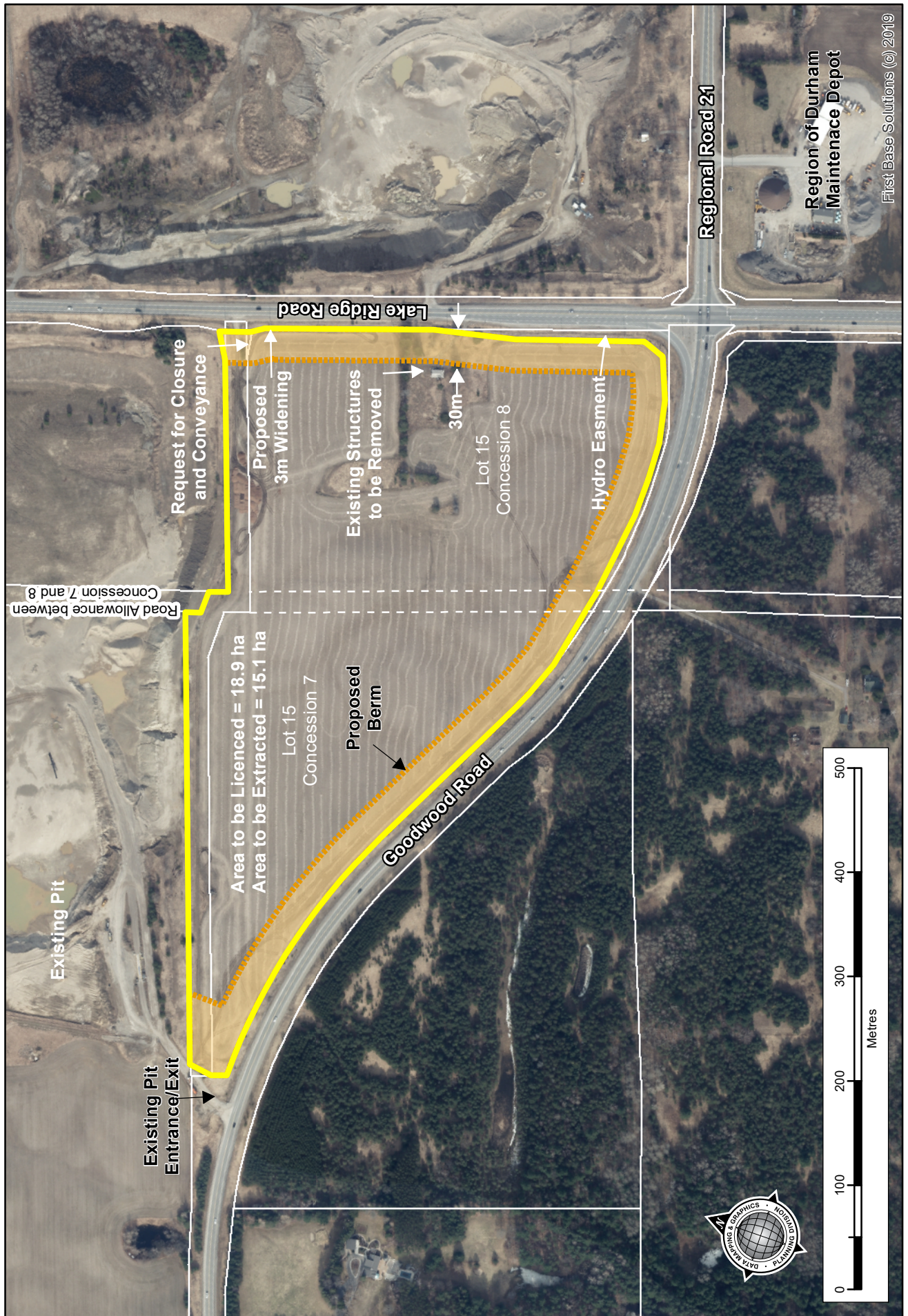
Attachment:1  
 Commissioner's Report: 2020-P-20  
 File: OPA 2014-008  
 Municipality: Township of Uxbridge

## Legend

	Subject Site		Durham Regional Forest
	River or Stream		Wetland
	Roads		Woodland
	Municipal Boundary		







### **Amendment #182 to the Regional Official Plan**

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**Purpose and Effect:** The purpose of this Amendment is to permit a new Aggregate Resource Extraction Area on a 19.1 hectare parcel of land.

**Location:** The subject lands are located on the on the northwest corner of Goodwood Road and Lakeridge Road. The site is municipally addressed as 3900 Lake Ridge Road and is legally described as Part of Lot 15, Concessions 7 and 8, Part of the Road Allowance between Concessions 7 and 8, and Part of the Road Allowance between Lots 15 and 16, Concessions 7 and 8, in the Township of Uxbridge.

**Basis:** The Durham Regional Official Plan allows for new Aggregate Resource Extraction Areas subject to a number of criteria. Through the review of technical reports and the peer review process the application was evaluated based on the criteria of the Official Plan. It was determined that the proposed new aggregate pit meets all applicable Official Plan policies and Provincial legislation.

**Amendment:** The Durham Regional Official Plan is hereby amending Schedule 'A' – Map 'A2' 'Regional Structure' by adding 'Aggregate Resource Extraction Area' #99.

The Durham Regional Official Plan is hereby further amended by adding the following row to "Schedule E – Table 'E1' – Aggregate Resource Extraction Areas:

Area Identified on Schedule 'A'	Former Municipality	Lot(s)	Concession(s)	Area (ha)
99	Uxbridge Twp.	15	7 & 8	15.1

**Implementation:** The provisions set forth in the Durham Regional Official Plan regarding the implementation of the Plan shall apply in regards to the Amendment.



Interpretation: The provisions set forth in the Durham Regional Official Plan regarding the interpretation of the Plan shall apply in regards to this Amendment.

The Township of Uxbridge adopted an amendment at their Council meeting on June 22, 2020 supporting the approval of Regional Official Plan Amendment 2014-008, subject to the following list of items being included on the Aggregate Resource Act License Site Plan and/or Site Plan Agreement:

- a. A requirement for pre-extraction baseline residential well surveys subject to accessibility and owner permission;
- b. A requirement for tree planting as part of final rehabilitation;
- c. A requirement for a tree list;
- d. A requirement for the Proponent to implement an annual acoustic monitoring program throughout the extraction activities demonstrating that the noise mitigation measures meet the Ministry of the Environment, Conservation and Parks (MECP) guideline limits which will be submitted in an annual report to the Ministry of Natural Resources and Forestry (MNRF) and the Township of Uxbridge;
- e. A requirement that the Proponent submit to MNRF and the Township a copy of annual reporting documents relating to groundwater, local water well, and surface water monitoring in accordance with the following clause:

“The Proponent shall complete a performance monitoring program established by the Region of Durham and the Township of Uxbridge related to groundwater, local water well, and surface water. The performance monitoring program must continue throughout extraction activities and until 5 years following the finish of extraction activities. A copy of the annual reporting to MNRF shall be provided to the Township of Uxbridge and the Region of Durham”.
- f. A requirement that where the monitoring program establishes that any domestic well(s) adjacent to the site are depleted or malfunctioning as a result of extraction or related activities, the Proponent accepts full financial and legal responsibility for either replacing or rehabilitating the well(s) to the satisfaction of the Township of Uxbridge Hydrogeologist, and insofar as it is possible to do so, to put those homeowners in the same position as they were prior to any interference caused by the development.
- g. A requirement that a planting plan for tree screens in combination with the

proposed berm between the level of extraction and surrounding receptors be developed to provide enhanced protection from dust and to mitigate visual impact to the satisfaction of the Township of Uxbridge.

- h. A requirement for the implementation of a Truck Protocol for trucks hauling to and from the VicDom Utica property to the satisfaction of the Township of Uxbridge which will prohibit any driver which does not respect the Protocol from entering the VicDom property.
- i. A requirement for the implementation of a Best Management Practices Plan for Dust as refined to the satisfaction of the Township of Uxbridge including a requirement for semi-annual reporting to MNRF within six weeks of actual sampling which shall be provided to the Township of Uxbridge.
- j. A requirement for establishment of "Recommended Procedures for Prevention and Mitigation of Contaminant Spills".
- k. A requirement for the identification of a specific area for imported material and recycling and the addition of conditions in the Site Plan with respect to recycling.
- l. A requirement that for the purposes of rehabilitation where fill is being brought in from off-site locations that the Township of Uxbridge must be advised at least 60 days prior to the commencement of the process, best management practices as established by the Ministry of the Environment, Conservation and Parks (MECP) for the management of fill must be followed, and documentation of the completed exercise must be filed with MNRF and the Township of Uxbridge.
- m. A requirement that notice of any changes in the Site Plan be provided to adjacent residents within 120 metres of the Site.
- n. The ability for Township staff and consultants to provide for the imposition of additional conditions to better address issues such as air quality, noise, groundwater and surface water, natural heritage and traffic safety. Such conditions may be imposed through the ARA Site Plan and/or Site Plan Agreement, the Zoning By-law Amendment and/or separate agreement between the Township and the applicant whatever is deemed most appropriate by the Township. These additional conditions will generally reflect the following directions as appropriate, but will not be limited to the following requirements:

- The preparation and implementation of an operation plan to the satisfaction of the Township of Uxbridge designated to ensure that mud is not tracked out on to adjacent roads from the pit, including provision for facilities such as grizzlies or chatter boards. Such operation plan will also include provision for paving or other treatment of the equipment area or other areas where fluids may leak and a requirement for monitoring of the implementation of the plan and modifications to the plan if the objectives of the plan are not achieved;
- The required planting plan shall generally provide for a minimum of three rows of saplings planted along the perimeter of the property except in areas such as exits and such trees would be planted a maximum of 3 metres apart where feasible. Any trees that die are to be replaced within one year;
- Back up alarms shall be white sound back up alarms or similar quieter technology to the satisfaction of the Township;
- Gatehouse hours of operation shall be Monday to Friday 6 am to 6 pm. However, the operation may be open certain Saturdays if approved by agreement with the Township from 8 am to 1 pm;
- Recycling on the site shall be limited to recycling of clean concrete free of any other material including soil, and storage of imported material shall be limited to clean aggregate, and recycling and storage shall be the subject of a separate agreement with the Township;
- No fuel storage tanks shall be permitted on the site;
- No outside fill shall be permitted on the site other than that permitted in accordance with subsection I) above and this shall be the subject of a separate agreement with the Township; and
- On-site equipment shall be limited to that required for the aggregate operation.



# The Regional Municipality of Durham

## Report

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To: Planning and Economic Development Committee  
From: Commissioner of Planning and Economic Development  
Report: #2020-P-21  
Date: October 6, 2020

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### **Subject:**

Project Update: VIA Rail Canada's proposal for High Frequency Rail Service between Quebec City and Toronto

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### **Recommendation:**

That the Planning and Economic Development Committee recommends:

That this report be received for information.

---

### **Report:**

#### **1. Purpose**

- 1.1 This report is provided in response to questions raised at the June 2, 2020 Planning and Economic Development Committee meeting regarding the status of the proposal by VIA Rail Canada (VIA) to build High Frequency Rail (HFR) between and Quebec City and Toronto.

#### **2. Background**

- 2.1 The Quebec City-Windsor Corridor is VIA's busiest inter-city passenger train corridor, with approximately 36 daily trains that operate on track mostly owned by the Canadian National Railway (CN Rail).
- 2.2 The Corridor is shared with multiple operators including Metrolinx, VIA and CN Rail and with increases in passenger and freight demand, there have been increased delays and congestion along the rail network.

- 2.3 VIA owns very few of the tracks on which it operates (approximately 3%), and, therefore, it does not receive priority access along the Corridor when there is congestion on the tracks. As a result, trains only run on-time approximately 70% and travel at an average speed of 100 km/h.
- 2.4 The VIA HFR proposal would establish a route (separating passenger from freight rail operations) on discontinued, lower density rail lines between Toronto, Peterborough and Ottawa. This would increase on-time performance to 95%, with average speeds of up to 177 km/h with enhanced train frequency and travel times between destinations.
- 2.5 Through the Region of Durham, the VIA HFR proposal would seek to utilize the CP Havelock Subdivision, which runs generally parallel and north of Regional Roads #5 and #20 (See Attachment #1 - Map 1 for proposed VIA HFR network).

### **3. Current Project Status**

- 3.1 In preparing this report, Durham Transportation Planning staff met with staff from VIA. However, very little information about the project has been released.
- 3.2 VIA representatives advised they are unable to share any background reports or material before it is presented to the Federal Government, which is expected in the fall of 2020.
- 3.3 The HFR project is currently being studied by a consortium consisting of Transport Canada and VIA staff, and the consulting firms AECOM and Arup. Their focus of work includes:
  - a) finalizing legal and regulatory work related to safety and environmental assessments;
  - b) consulting with stakeholders and Indigenous communities;
  - c) examining required land and tracking acquisition; and
  - d) completing the technical, financial and commercial analysis required for a final investment decision on HFR in the Corridor.
- 3.4 This work is expected to be complete by the end of 2020, where it will be presented to the Federal Government for review and comment. There are currently no plans for any Public Information Centres, or other information sessions planned as part of this work.

**4. Next Steps & Conclusion**

- 4.1 Durham staff will continue to monitor progress of the VIA HFR project, and review and report on any material that becomes publicly available.

**5. Attachments**

Appendix A: Ontario High Speed Rail Timeline

Attachment #1: Map 1: Proposed High Frequency Rail Network

Attachment #2: Map 2: Durham Region Map - showing potential VIA HFR Route

Attachment #3: Map 3: Durham Region Map – focus on Pickering Airport site and VIA HFR route

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

## Appendix A – Ontario High Speed Rail Timeline

Some key highlights of high-speed rail in Ontario, are as follows:

1. In 2008, with growing interest in better rail service, the Federal and Ontario Provincial governments agreed to conduct a study of the rail passenger and freight service between Toronto and Peterborough, using the Havelock Subdivision rail line, plus portions of Canadian Pacific Rail (CP) Belleville Subdivision line and Metrolinx's Don rail branch line to Union Station as case studies.

A non-profit entity was formed, Shining Waters Railway (SWR), to oversee the feasibility of this corridor.

2. In 2011, the Federal Government updated a Feasibility Study of High-Speed Rail Service in the Quebec City-Windsor corridor.

The Study concluded that the project would not generate a positive net economic benefit, however the corridor between Toronto-Ottawa and Montreal would generate a net positive gain at both 200km/h and 300km/h speeds.

3. In 2014, it was found that the line was too expensive (estimates ranged from \$233 to \$541 million) and concluded that there was insufficient demand to justify operating a passenger rail service along this corridor.
4. In 2016, VIA developed a proposal for HFR between Quebec City and Toronto, which included dedicated tracks for exclusive use of VIA trains (see Maps 1 & 2).
5. In 2018, Transport Canada's internal assessment revealed that the inclusion of the Montreal to Quebec City section of the proposal was not as viable as the Toronto-Ottawa-Montreal section.

Estimated capital costs were \$4.4 billion, with \$1.4 billion alone estimated for the Montreal to Quebec City section.

6. In 2019, the Canada Infrastructure Bank (CIB) and Transport Canada agreed to jointly fund \$71.1 million worth of pre-planning work to explore VIA's proposal for HFR in the Quebec City to Toronto Corridor.

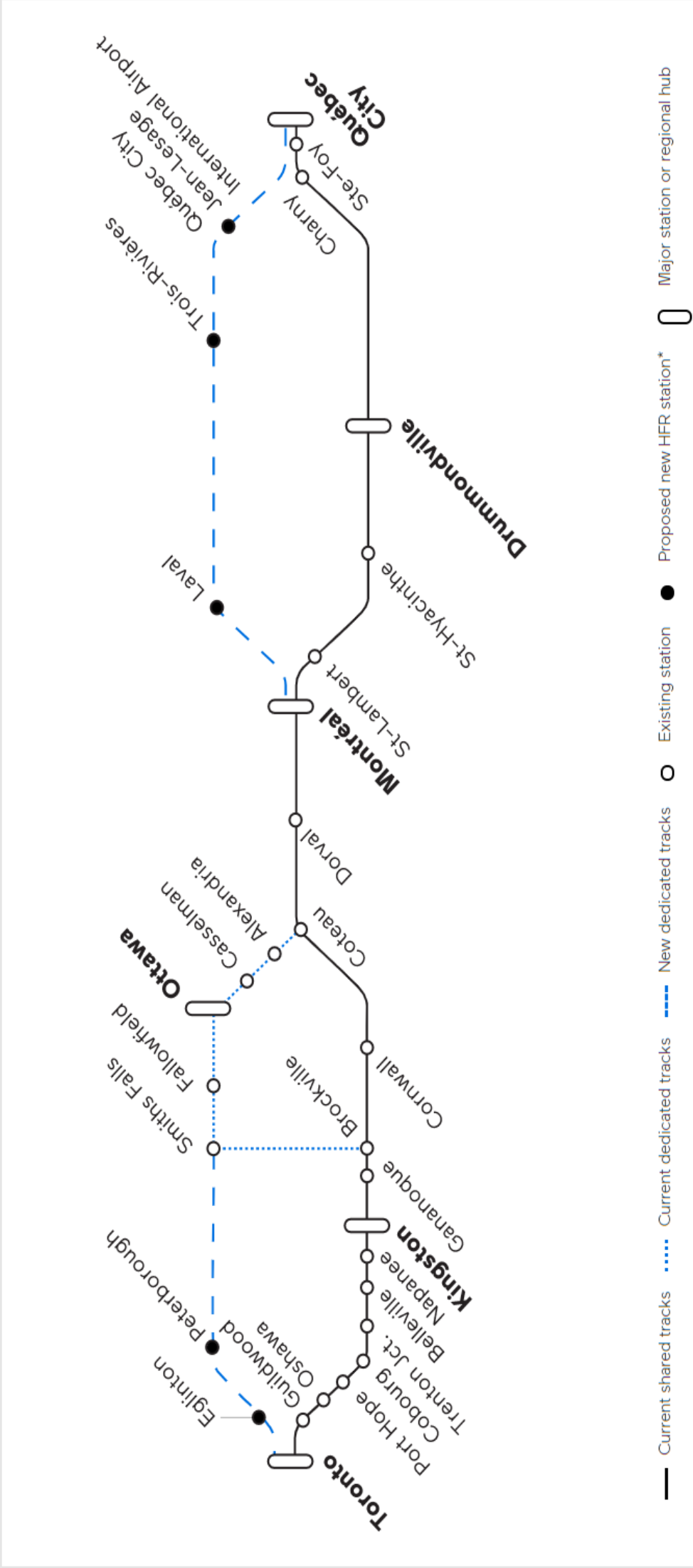
Current work includes "pre-procurement" and "de-risking" activities identified by Transport Canada.

VIA selected the consulting firms AECOM and Arup to undertake these activities. As a result of this funding, a joint project team was established to explore the possibility of HFR.

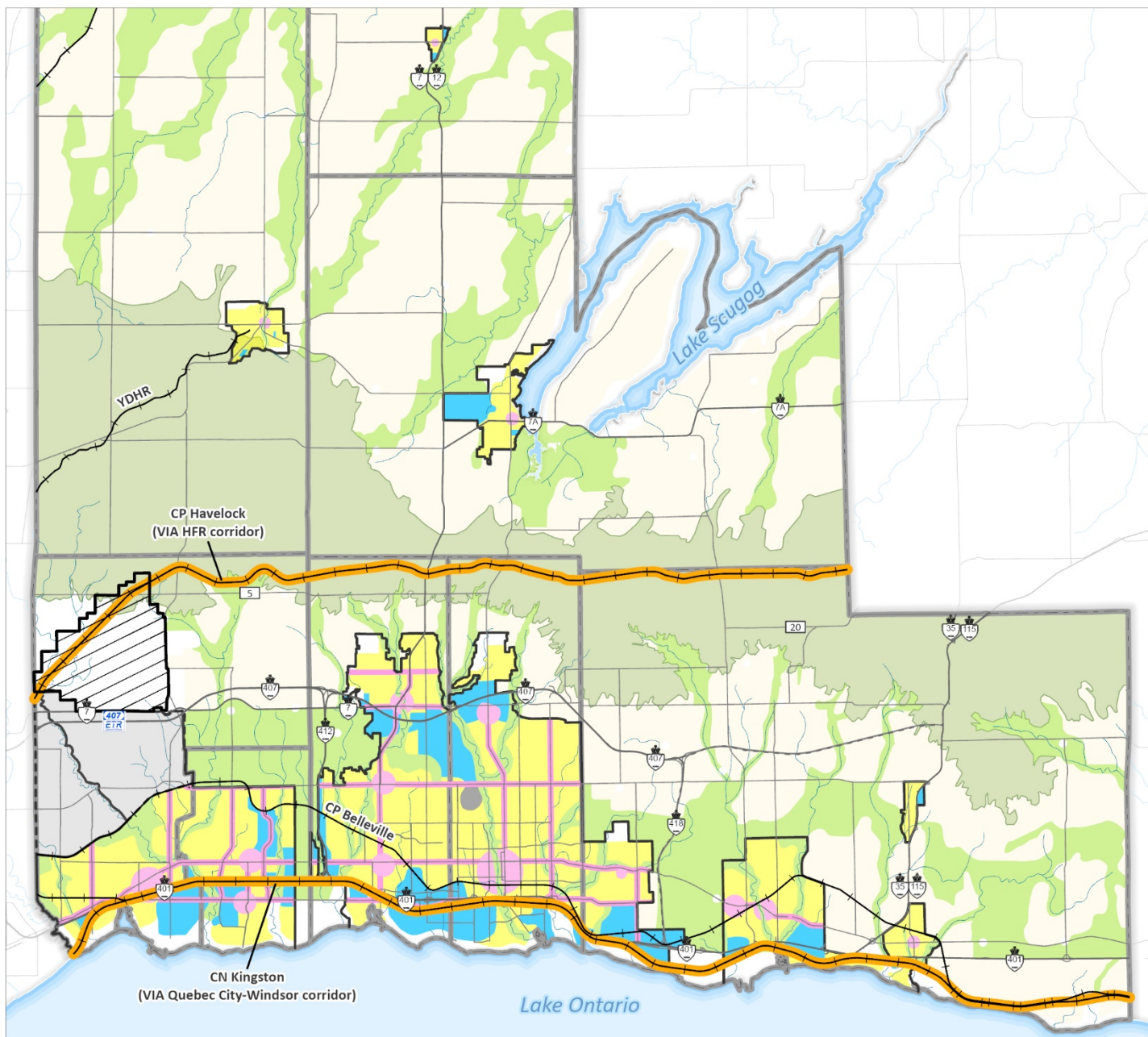


Attachment 1: Map 1 – Proposed VIA High Frequency Rail Network

The proposed HFR network



\* Additional stops between Toronto and Québec City on the new dedicated tracks may be added in consultation with the communities.



## VIA Rail - High Frequency Rail Proposal

- Urban Area Boundary
- VIA Rail Proposed Line
- CPDP - Specific Policy Area
- Current Federal Airport Lands
- Oshawa Executive Airport

### Official Plan Designations

- Employment Area
- Living Area
- Major Open Space
- Oak Ridges Moraine Conservation Plan
- Prime Agricultural Area
- Regional Centre / Urban Growth Centre / Regional Corridor

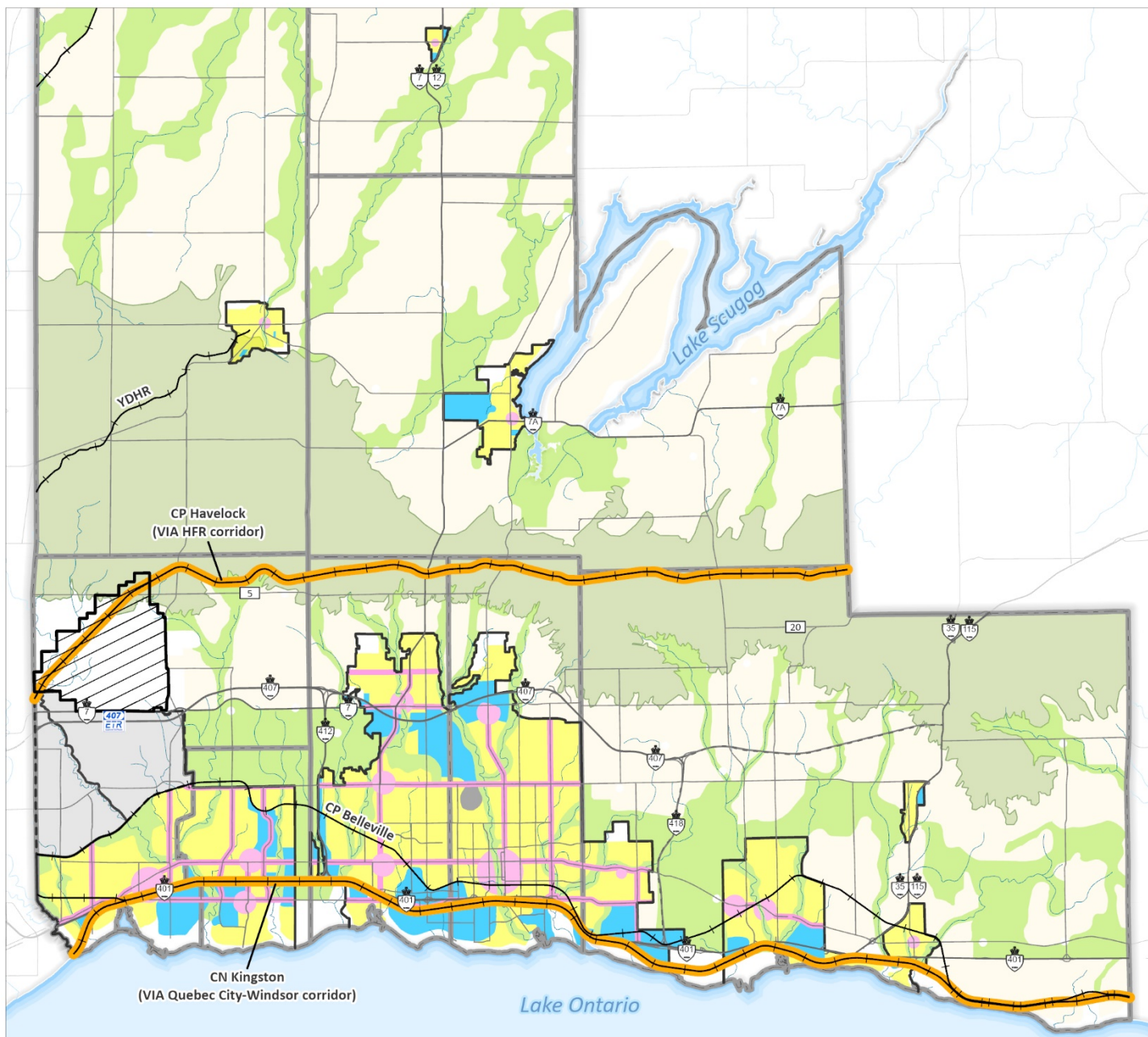


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#### Data Sources and Disclaimer

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## VIA Rail - High Frequency Rail Proposal

- Urban Area Boundary
- VIA Rail Proposed Line
- CPDP - Specific Policy Area
- Current Federal Airport Lands
- Oshawa Executive Airport

### Official Plan Designations

- Employment Area
- Living Area
- Major Open Space
- Oak Ridges Moraine Conservation Plan
- Prime Agricultural Area
- Regional Centre / Urban Growth Centre / Regional Corridor



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# The Regional Municipality of Durham Report

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To: Planning and Economic Development Committee  
From: Commissioner of Planning and Economic Development  
Report: [#2020-P-22](#)  
Date: October 6, 2020

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**Subject:**

Durham Regional Cycling Plan Update (RCPU) – 2<sup>nd</sup> Project Status Summary

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**Recommendation:**

That the Planning and Economic Development Committee recommends:

That this report be received for information.

---

**Report:**

**1. Purpose**

- 1.1 The purpose of this report is to provide members of the Planning and Economic Development Committee with an update on the activities on the Regional Cycling Plan Update (RCPU). An earlier update was provided in May, 2020 (see Report [#2020-INFO-49](#)).

**2. Background**

- 2.1 As part of the second phase of the project, staff received comments from stakeholders on an updated Primary Cycling Network (PCN). In addition, approaches to bicycle parking, signage and wayfinding, education and encouragement, and approaches to cycling infrastructure development and maintenance are being discussed. A series of regional and municipal staff workshops, two public engagement pop-up events and an online public survey have taken place. Discussions on best practices, funding and implementation strategies are also underway.

## **Stakeholder Engagement**

- 2.2 Online workshops were held with stakeholders on July 21<sup>st</sup>, July 28<sup>th</sup> and August 20<sup>th</sup>, 2020. Approximately 30 stakeholders attended each session, with representation from each of the area municipalities, conservation authorities (TRCA and CLOCA), Parks Canada, Waterfront Regeneration Trust, Metrolinx, MTO and Durham Regional staff (Works, Public Health, Finance and Durham Region Police Services).
- 2.3 On August 26, 2020, a second online engagement survey was conducted over a three-week period. The survey enabled participants to:
- a. Provide input into potential cycling strategies;
  - b. Highlight the type of bicycle parking participants currently use or would like to use;
  - c. Indicate when they cycle and how often, and then rate the maintenance of cycling infrastructure;
  - d. Identify signage needs, preferences and style of signage presentation; and
  - e. Provide input on different programs and methods the Region can implement to enhance education and to encourage more people to cycle.
- 2.4 Information collected through the survey will be used to identify opportunities for new bicycle parking, inform an approach to signage and wayfinding, and inform approaches for developing and maintaining cycling infrastructure.
- 2.5 A summary of the project progress, stakeholder input and survey participant feedback can be found in Attachment #1.

## **Approaching a Cycling Strategy**

- 2.6 The RCPU will develop strategies to support the delivery of cycling infrastructure, and the cycling experience across the Region. These strategies include:
- a. Identifying locations and types of bicycle parking improvements, along with mapping and interactive tools for cyclists to find parking;
  - b. Developing a wayfinding and signage strategy for creating an identifiable primary cycling route, developing branding and promotion, consolidating relevant design guidelines, and coordinating signage between municipalities;

- c. Improving education and encouragement by creating a shift towards a cycling culture through targeted outreach, developing education programs and by promoting and developing community working groups; and
- d. Identifying a practical approach toward maintaining active transportation infrastructure year-round, by identifying efficient means of winter maintenance and establishing year-round maintenance standards and guidelines in coordination with area municipalities.

## 2.7 Financing Cycling Programs and Infrastructure:

- a. Stakeholder interviews and investigation of approaches used in neighbouring Regions has provided staff with some preliminary insights regarding various approaches to financing cycling programs and infrastructure; and
- b. An interdisciplinary team of staff from the Regional Planning, Works and Finance departments will work together to determine and analyse lifecycle program and capital costs and financing strategies including a review of the current cycling infrastructure cost sharing formula.

## 3. Conclusion and Next Steps

### 3.1 The RCPU is well underway with several important steps completed. The following project components are expected to be completed by year-end:

- a. Refining the Primary Cycling Network;
- b. Reviewing and confirming cycling strategy approaches;
- c. Developing and confirming potential costing, funding and implementation approaches;
- d. Convening focused group meetings with key stakeholders;
- e. Documenting the Phase 2 technical work as part of a Phase 2 Summary Report;
- f. Circulating technical papers and the final draft RCPU and maps for review and comment; and
- g. Completing the final draft RCP Update.

## 4. Attachments

Attachment #1: RCPU Phase Two Project Update

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





# Durham Region

## 2020 Regional Cycling Plan Update (RCPU) Update #2

44

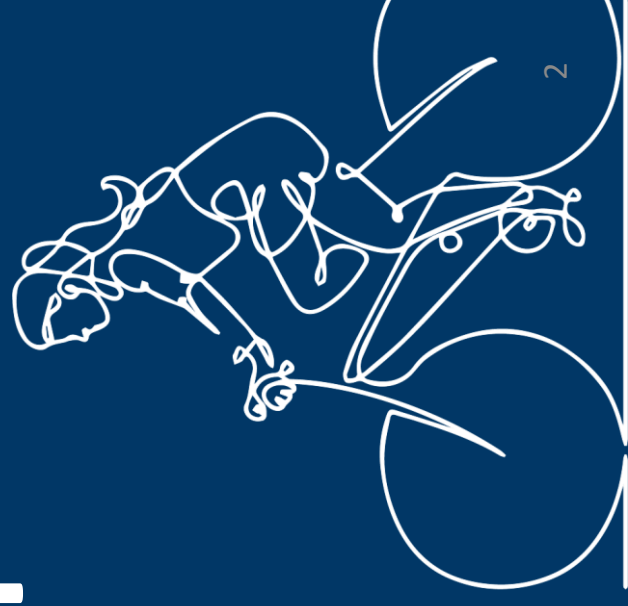
Planning and Economic Development Committee –  
Attachment 1  
October 6<sup>th</sup>, 2020





1

# 2020 Regional Cycling Plan Update: Second Update Background





# Background

- + The Durham Regional Cycling Plan Update (RCPU) was launched in December 2019 and is set to conclude at the end of 2020.
- + The RCPU will allow the Region to:
  - + Address issues raised in the Transportation Master Plan (TMP) related to cycling (e.g., gaps in the cycling network, coordination of funding and implementation of cycling infrastructure etc.)
  - + Provide the Region's key stakeholders and members of the public with an opportunity to ensure we are addressing the needs of residents by making cycling a safe and viable form of transportation.
  - + Ensure that new design standards and are incorporated into the new RCP.



# 2020 RCPU Phasing



WINTER / SPRING 2020

SUMMER / FALL 2020

WINTER 2020

## Phase 1

### Background Review

Establish an understanding of cycling conditions in the Region and best practices from other municipalities.

## Phase 2

### Program Update

Update the Region's cycling network and develop strategies to guide overall implementation of the plan.

## Phase 3

### Finalize the Study

Develop a report to summarize the recommendations and present to Council.



## Project Goals

The 2020 RCPU is meant to reflect five regional goals that have emerged since 2012:



Support strategic directions at the regional level



Integrating new cycling trends and lessons learned



Establishing support for coordination between upper and lower tier



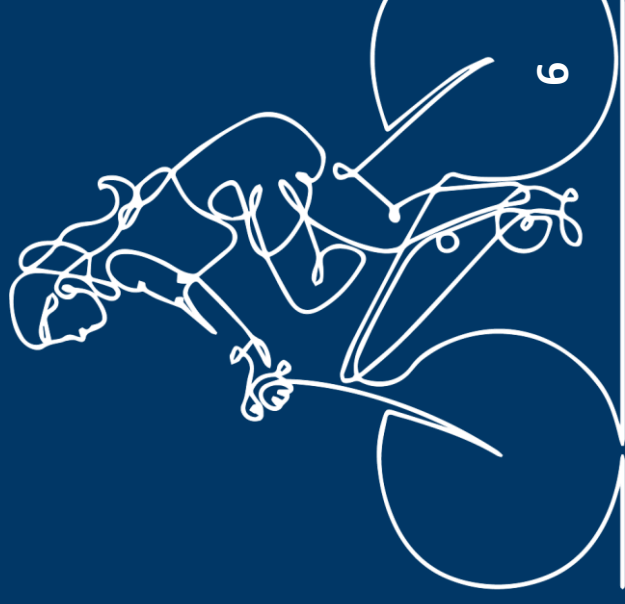
Alignment with accepted design guidelines and standards



Establishing public buy-in to determine local priorities and needs

2

# Phase 2 Primary Cycling Network Update & Confirmation





# Primary Cycling Network Update & Confirmation

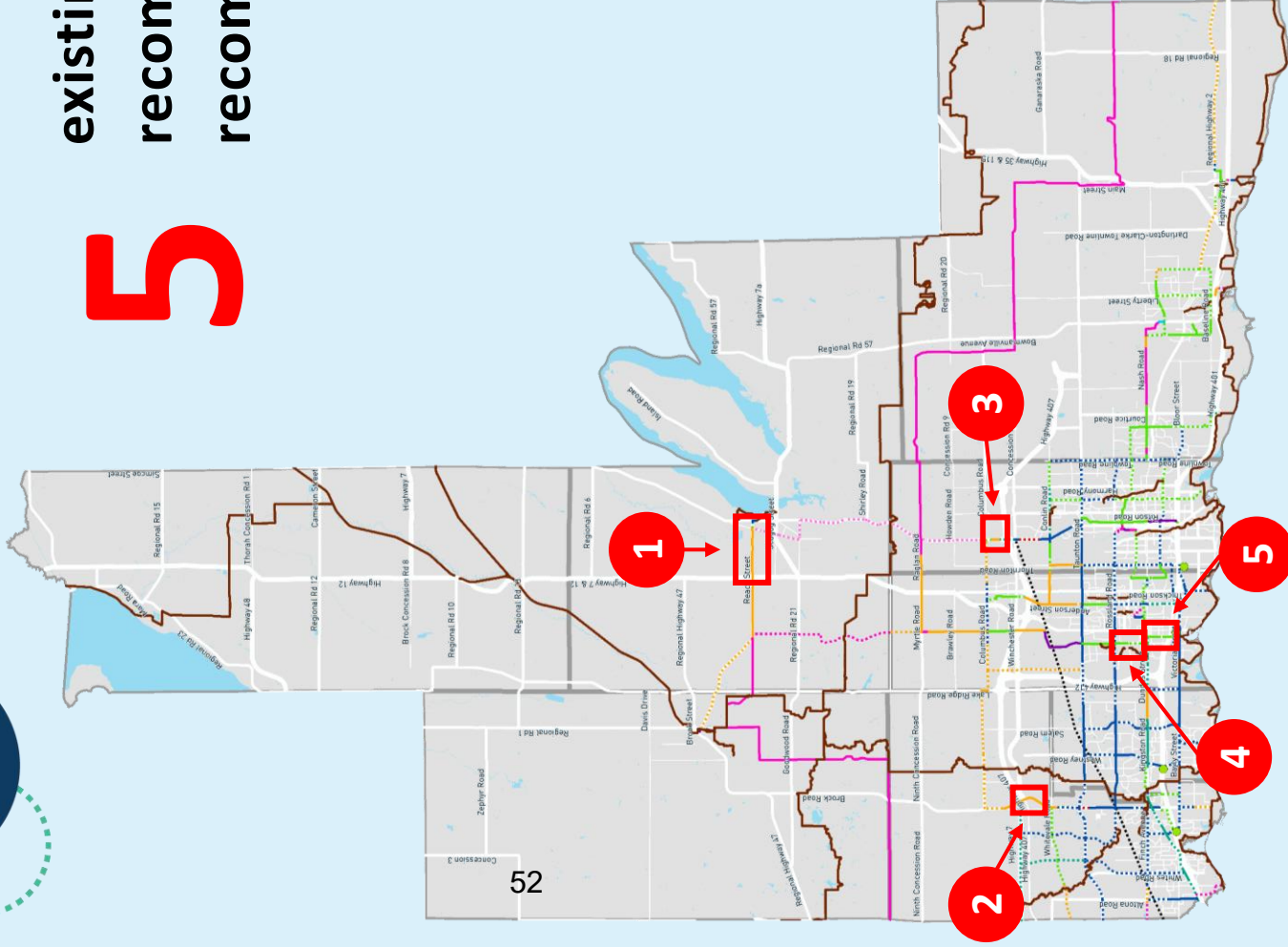
- + The PCN has been updated based on input received from Phase One, including several stakeholder workshops with municipal staff. This includes:
  - + Short Term (Capital Projects): 93.6km
  - + Short Term (In-fill Projects): 105km
  - + Long Term Projects: 320km
  - + Total PCN of 518km
- + Geo-spatial analysis was completed to identify key trends and areas of interest specific to the Region including priority neighbourhoods to help ensure the proposed network is inclusive of a variety of ages and abilities.
- + The results of this update will be summarized in Technical Memo #2, scheduled for completion in early October 2020.





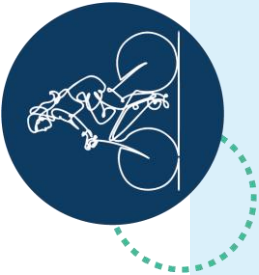
# Areas Recommended for Improvement

**5** existing routes where improvements are recommended based on the recommended level of separation:



- 1** **Regional Road 8 (Reach Street)**  
Highway 7/12 to Old Simcoe Road
- 2** **Regional Road 1 (Brock Road)**  
Mowbray Street to Concession Road 5
- 3** **Regional Road 2 (Simcoe Street)**  
Highway 407 to Westview Drive/ Steepleview Court
- 4** **Regional Road 43 (Cochrane Street)**  
Regional Road 28 / Rossland Road to Dundas Street
- 5** **Regional Road 45 / Henry Street**  
Dundas Street to Regional Road 22 / Victoria Street





# Step 1b Results

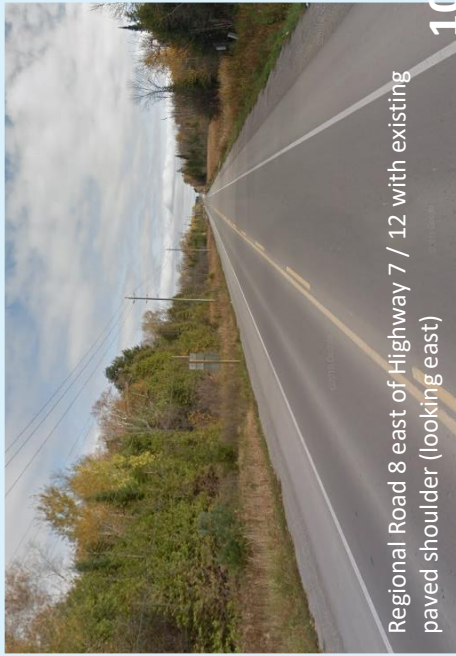
## Regional Road 8 / Reach Street Highway 7 / 12 to Old Simcoe Street

Existing Facility Type	Nomograph	AADT	Posted Speed	OTM Step 1 Result
Paved shoulder	Rural	7,580	50,80	Paved shoulder with buffer



### Observations / Rationale:

- + Confirm extent of existing paved shoulders.
- + Consideration for buffered paved shoulders given the traffic volumes and posted speed:
  - Future improvements (e.g. adding a buffer) could be phased in the long-term since the roads appears to have been recently reconstructed.
  - Alternatively, consider short-term improvements where there is currently no existing paved shoulder.





# Step 1b Results

## Regional Road 1 (Brock Road) Mowbray Street to Concession Road 5

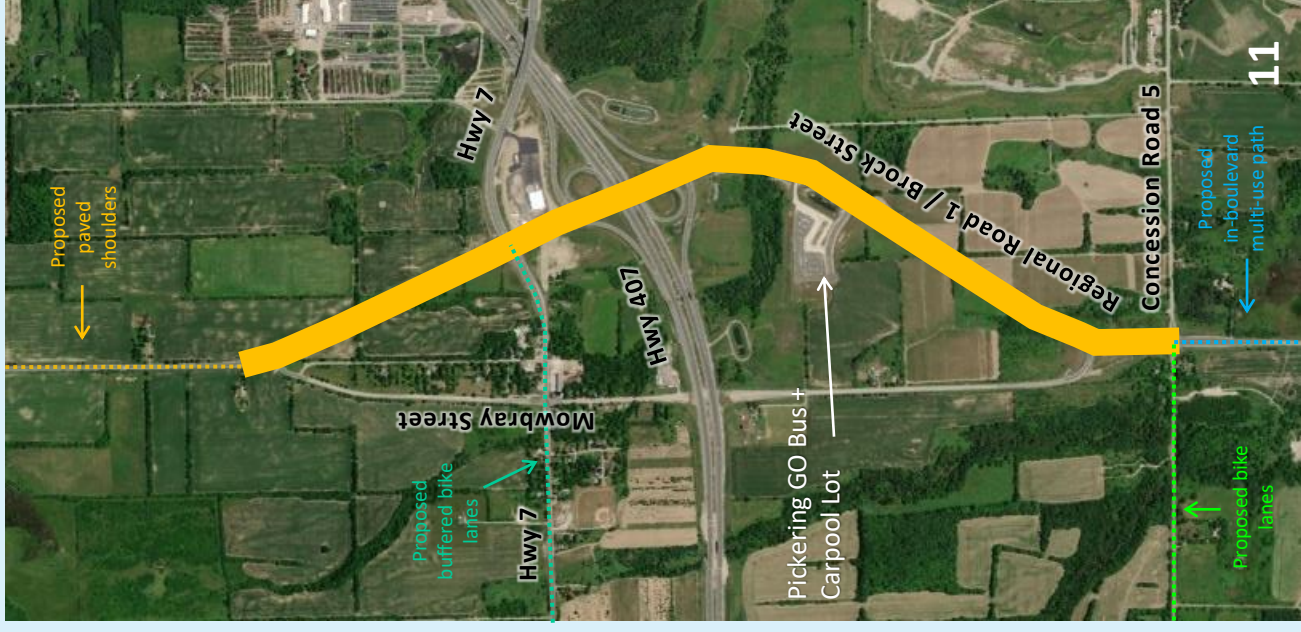
Existing Facility Type	Nomograph	AADT	Posted Speed	OTM Step 1 Result
Paved shoulder	Rural	8,890	80	Paved shoulder with buffer

### Observations / Rationale:

- + **Appropriate facility type is buffered paved shoulders given the traffic volumes and posted speed.**
- + **Explore opportunity to slightly narrow travel lanes and add second painted line (adjacent to existing pavement marking for paved shoulder) to add a buffer.**
- + **Consider installing flexible bollards in buffer area on the near and far side of approaches to Highway 407 interchange where Regional Road 1 / Brock Road is a multi-lane road.**



Regional Road 1 looking south approaching Mowbray Street







# Step 1b Results

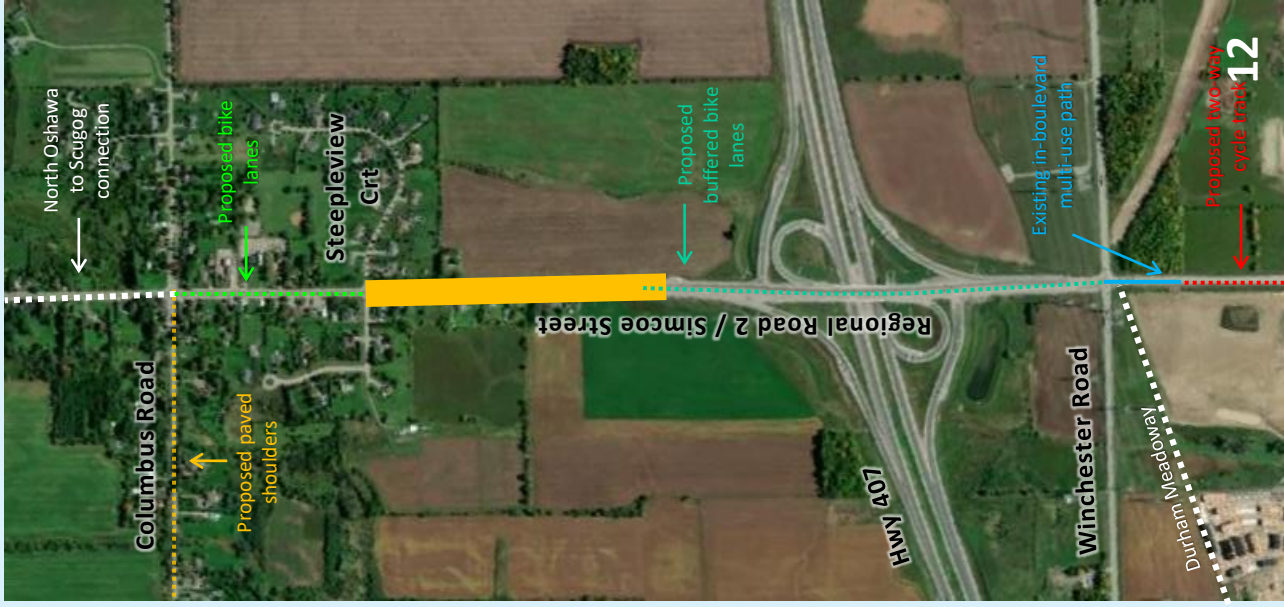
## Regional Road 2 (Simcoe Street)

Highway 407 to Westview Drive/ Steepleview Court

Existing Facility Type	Nomograph	AADT	Posted Speed	OTM Step 1 Result
Paved shoulder	Rural	14,840	60,80	Paved shoulder with buffer

### Observations / Rationale:

- + Paved shoulders appear to have been implemented recently (based on current Google Street View imagery).
- + Consider implementing a buffer in the long-term or when the road is next reconstructed to provide a facility that is consistent with the recommended level of separation based on Step 1 of the OTM Book 18 facility selection process.







# Step 1b Results

## Regional Road 43 (Cochrane Street)

Regional Road 28 / Rossland Road to Dundas Street

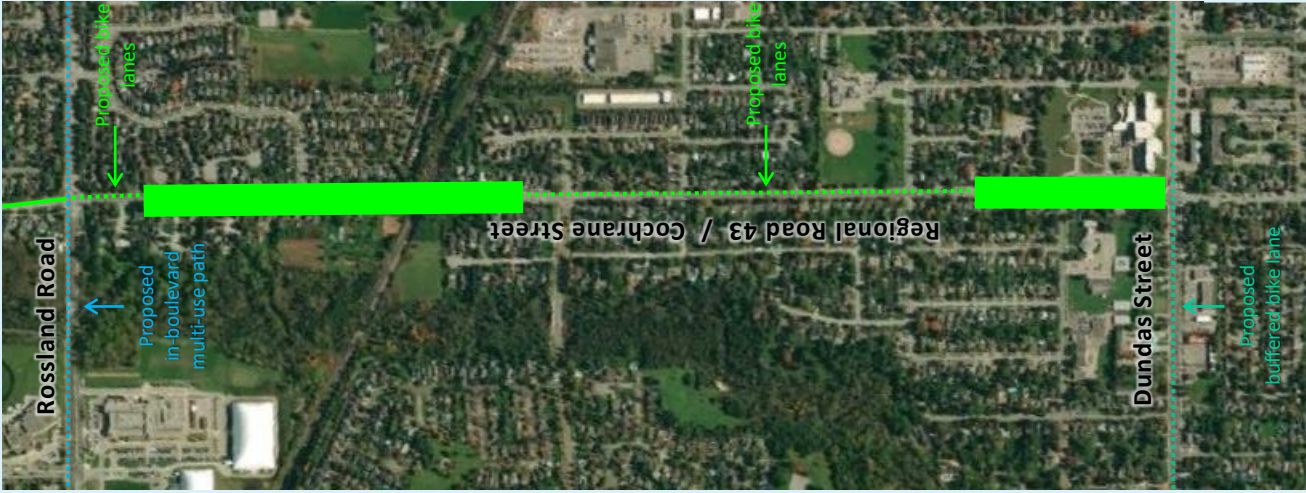
Existing Facility Type	Nomograph	AADT	Posted Speed	OTM Step 1 Result
Bike lane	Urban	10,220	50	Physically separated

### Observations / Rationale:

- + Cochrane Street appears to have been recently reconstructed.
- + Given the roadway context (2-lane residential street with driveway access), implementing a physically separated facility may not be feasible.
- + Consider adding a 2<sup>nd</sup> painted white line adjacent to the current pavement marking to provide additional separation for cyclists and Reserved Bike Lane signs (signs not seen in Google Street View).



Regional Road 43 / Cochrane Street looking north (at driveway access to Whitby Masonic Centre)







# Step 1b Results

## Regional Road 45 / Henry Street

Dundas Street to Regional Road 22 / Victoria Street

Existing Facility Type	Nomograph	AADT	Posted Speed	OTM Step 1 Result
Bike lane	Urban	6,775 to 8,870	50	Physically separated

### Observations / Rationale:

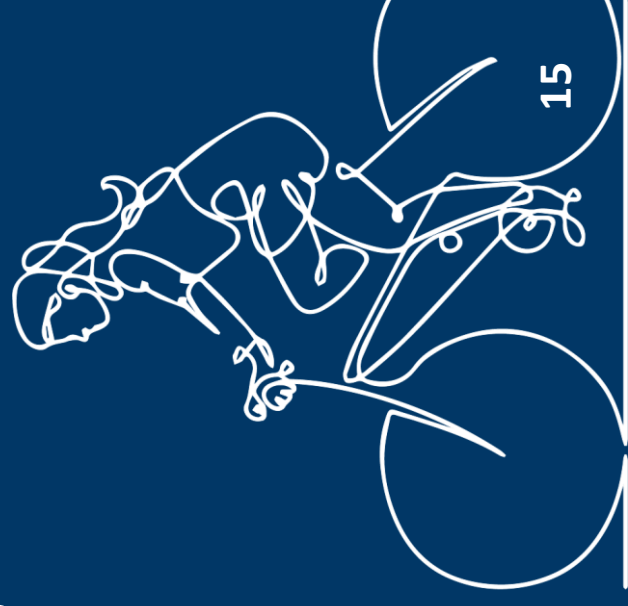
- + Given the roadway context (2-lane residential street with driveway access), implementing a physically separated facility may not be feasible.
- + Consider adding a 2<sup>nd</sup> painted white line adjacent to the current pavement marking to provide additional separation for cyclists and Reserved Bike Lane signs (signs not seen in Google Street View).
- + The bridge on Henry Street and Highway 401 has recently been reconstructed with bike lanes that continue on the bridge. Consider same application when bridge over the railway is next reconstructed.



Regional Road 45 / Henry Street looking north (bridge over Highway 401)



# Phase 2 Short Term & Long Term PCN Outcomes & Facility Types





# What have we done?

## Short term capital projects

- + Updated the PCN to reflect the Region's 2020-2029 capital plan.
- + Added new short term routes to leverage projects identified in the Region's capital plan for 2020-2029.

59

## Short term infill projects

- + Confirmed previously proposed short-term links from 2012 and 2017.
- + Added new short term infill links to enhance connections being made through the Region's capital projects.
- + Incorporated province-wide cycling network linkages.

## Long term projects

- + Confirmed previously proposed long-term links from 2012 and 2017.
- + Added new long term projects (missing links) to enhance inter-regional connectivity.
- + Incorporated province-wide cycling network linkages.



# Short term capital projects

**15.2 km** new short term capital PCN routes







# Short term infill projects

- + **39.8 km** regional roads
- + **28.6 km** local municipal roads

- + **0.35 km** regional roads
- + **1.4 km** local roads

## 34.9 km new infill PCN routes





# Long term projects

- + **100.95 km** regional roads
- + **49.3 km** local roads
- + **7.5 km** provincial highways

- + **9.2 km** regional roads
- + **28.2 km** local roads
- + **9.2 km** provincial highways

- + **103.9 km** regional roads
- + **11.4 km** local roads



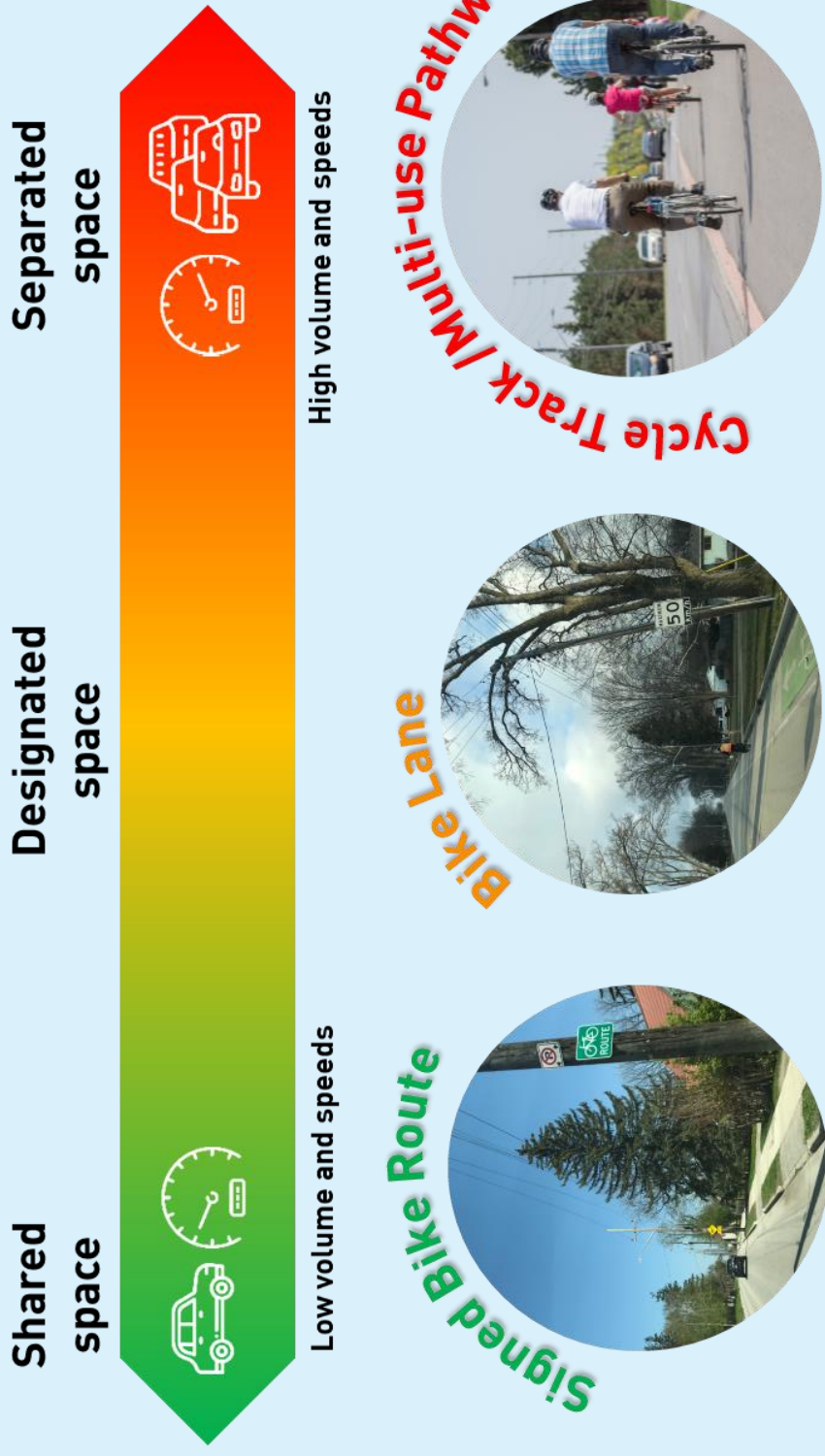


# Step 3: Identify and Confirm Facilities

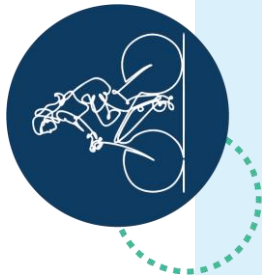
Step 1:  
Pre-select  
facility type  
options

Step 2:  
Detailed and  
contextual  
evaluation

Step 3:  
Document and  
confirm



Confirm preferred facility type and document conclusions and rationale



# Step 3: Facility Type Overview

518 km proposed PCN routes

Project Type	In-boulevard multi-use pathway	Cycle track	Buffered bike lane	Buffered paved shoulder	Bike lane	Paved shoulder	Signed route	Off-road trail	Local Route	Total
Capital Projects	38.0	2.0	2.3	8.7	4.9	11.9	0	25.8	0	93.6
Infill Projects	27.9	0	5.5	26.9	21.6	14.2	8.7	0.1	0	105.0
Long Term Projects	53.9	0	21.2	64.7	34.7	110.5	29.1	0	5.5	320
Total	119.8	2.0	28.9	100.3	61.3	136.7	37.9	25.9	5.5	518

Breakdown of the MTO Province-wide cycling network by project type:

Capital Projects	Infill Projects	Long Term Projects
3.4	1.7	47

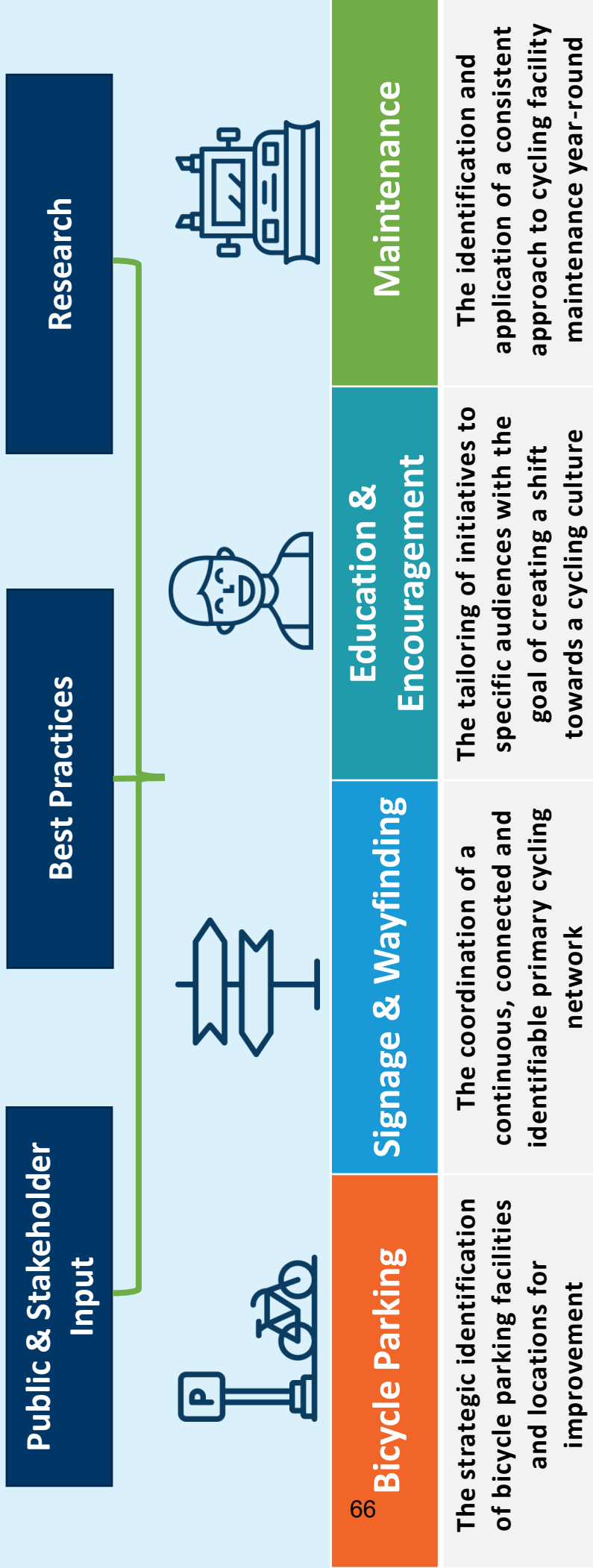
# Phase 2 Regional Cycling Strategies







# Approach & Considerations



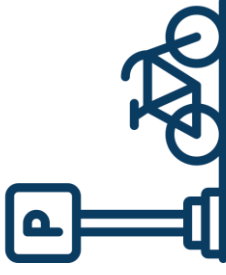
Policies & Programs

Process

Resources & Capacity



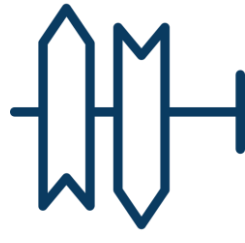
# Bicycle Parking: Draft Approaches



#	Approaches	Considerations	Partners
1	Complete a comprehensive inventory of bicycle parking	<ul style="list-style-type: none"> <li>+ Identify internal or external capacity to identify the location and type of bicycle parking provided</li> <li>+ Highlight consistencies between land use type and parking type</li> <li>+ Develop supportive mapping and interactive tool</li> </ul>	DATC Local BIAs Municipalities
2	Identify a plan for bicycle parking improvements	<ul style="list-style-type: none"> <li>+ Identify the goals and objectives for bicycle parking in Durham both long and short-term</li> <li>+ Identify bike parking facility selection tool</li> <li>+ Identify site planning guidance building on “post and ring” 2019 initiative</li> </ul>	Internal Regional Staff
3	Review and revise existing policies and bylaws	<ul style="list-style-type: none"> <li>+ Consolidate relevant design guidelines and standards related to bicycle parking</li> <li>+ As new policies are developed, and existing policies are reviewed ensure that bicycle parking is incorporated where appropriate</li> </ul>	Internal Regional Staff
4	Review and refine funding opportunities to support bicycle parking	<ul style="list-style-type: none"> <li>+ Leverage existing funding opportunities to implement short-term bike parking projects at targeted locations</li> <li>+ Review and expand to dedicated funding opportunities</li> <li>+ Continually identify external funding options</li> </ul>	DATC Municipalities



# Signage & Wayfinding: Draft Approaches

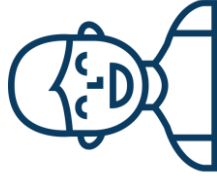


#	Approaches	Considerations	Partners
1	Establish a Cycling or AT specific signage plan	<ul style="list-style-type: none"><li>+ Identify the goals and objectives for cycling or AT specific wayfinding and signage</li><li>+ Engage in an exercise around branding and promotion in partnership with tourism (internal or external)</li><li>+ Develop interactive mapping and marketing to increase awareness</li></ul>	Internal Regional Staff DATC Stakeholders Municipalities
2	Integrate Signage into Existing Standards and Guidelines	<ul style="list-style-type: none"><li>+ Consolidate relevant design guidelines and standards related to bicycle parking</li><li>+ Review existing design guidelines and standards and either provide amendments or provide input to an update process</li></ul>	Internal Regional Staff
3	Invest in a supply of regulatory signs for implementation	<ul style="list-style-type: none"><li>+ Utilize existing funds or identify funds to invest in a number of regulatory signs which could be used by the Region or provided to local area municipalities in support of cycling route implementation</li></ul>	Internal Regional Staff Municipal
4	Review and refine funding opportunities to support signage	<ul style="list-style-type: none"><li>+ Leverage existing funding opportunities to implement short-term projects</li><li>+ Review and expand to dedicated funding opportunities to facilitate the implementation of the branding signage strategy</li></ul>	DATC Public Health Municipalities





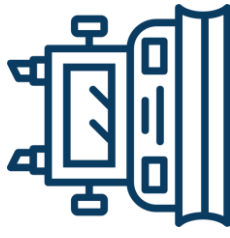
# Education & Encouragement: Draft Approaches



#	Approaches	Considerations	Partners
1	Identify Target Audiences for Cycling Specific Education	<ul style="list-style-type: none"> <li>+ Utilize community profiles and input from public engagement to identify specific target audiences</li> <li>+ Identify communication and outreach preferences based on community outreach</li> <li>+ Engage on specific educational opportunities to identify priorities and stakeholder mapping</li> </ul>	Internal Regional Staff DATC Stakeholders Municipalities
2	Establish a Community Based Social Marketing Approach & Strategy	<ul style="list-style-type: none"> <li>+ Define objectives for cycling related social marketing</li> <li>+ Building on the target audience assessment identify specific neighbourhoods for outreach</li> <li>+ Select long and short-term strategies / programs for education and promotion</li> </ul>	Internal Regional Staff DATC
3	Establish Community Specific Working Groups	<ul style="list-style-type: none"> <li>+ Reach out to community members to establish community working groups</li> <li>+ Coordinate working groups with the AT committee and hold support for outreach and promotion</li> <li>+ Formalize and recognize volunteer contributions</li> </ul>	Internal Regional Staff Municipal Public Health DATC
4	Review and refine funding opportunities to support programming	<ul style="list-style-type: none"> <li>+ Identify dedicated funding source for programming and outreach – internally and externally</li> <li>+ Provide small budget for community working groups</li> <li>+ Formalize funding structure as needed</li> </ul>	Internal Regional Staff Municipalities

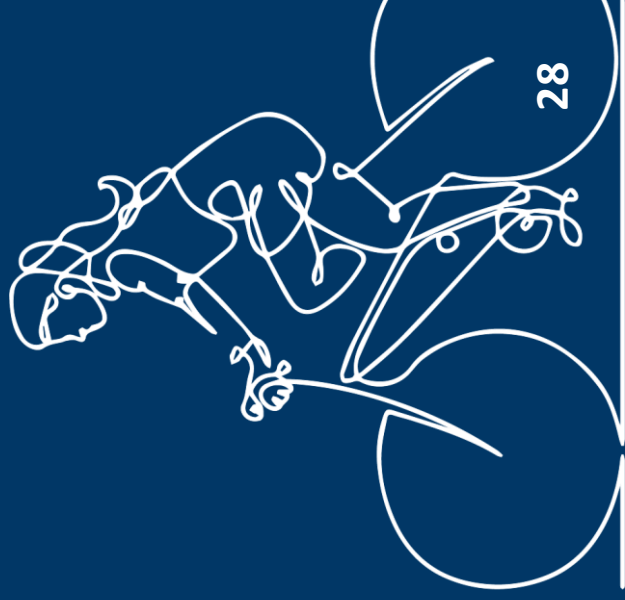


# Maintenance: Draft Approaches



#	Approaches	Considerations	Partners
1	Inventory and invest in fleet of maintenance vehicles	<ul style="list-style-type: none"> <li>+ Create an inventory of cycling maintenance vehicles based on guidelines and standards</li> <li>+ Review the recommended facilities as part of the RCPU and determine maintenance needs based on typical approach</li> <li>+ Identify a budget for vehicle investment as implementation occurs</li> </ul>	Internal Regional Staff
2	Formalize a maintenance agreement with region and municipalities	<ul style="list-style-type: none"> <li>+ Work with area municipalities to update and document maintenance approach for PCN and municipal connections in the form of a maintenance agreement including reference and direction on all-season maintenance</li> </ul>	Internal Regional Staff Municipalities
3	Identify a winter maintained network of cycling facilities	<ul style="list-style-type: none"> <li>+ Identify specific corridors which would make-up a spine network of winter maintained routes</li> <li>+ Additional investment in necessary maintenance vehicles or practices</li> <li>+ Partnerships with local municipalities for education</li> </ul>	Internal Regional Staff Municipalities DATC
4	Update existing guidelines and standards	<ul style="list-style-type: none"> <li>+ Ensure that existing regional guidelines and standards reflect the MMS as well as other maintenance practices as outlined in provincially accepted standards and guidelines</li> </ul>	Internal Regional Staff

# Phase Two Funding & Collaboration





# Funding and Collaboration: Work To Date & Next Steps

## Work To Date:

- + Stakeholder consultations
- + Investigation of approaches used in other two-tier jurisdictions

## Next Steps:

- + Lifecycle costing of program and infrastructure needs
- + Development of funding scenarios
- + Analysis of implications of altering the Regional cycling infrastructure funding formula
- + Development of policy recommendations
- + Analysis of risks associated with recommendations

# Phase 2 Second Online Survey Summary





## Second Online Survey - Summary

- + A survey was launched on August 26<sup>th</sup> and closed September 11<sup>th</sup> using Survey Monkey, an online survey tool.
- + The public and other stakeholders provided input through a series of tailored and targeted questions based on the four main cycling strategies. These included:
  - + Identifying current and desired bicycle parking preferences;
  - + Identifying opportunities for improvements to signage & wayfinding;
  - + Identifying opportunities for improvements to cycling education and encouragement; and
  - + Identifying maintenance preferences related to using cycling infrastructure.



# Draft Summer Survey Results - Overview

**Purpose of survey: to help inform the 4 cycling strategies by:**

- + Identifying challenges and opportunities
- + Identifying the needs and preferences of community members and stakeholders
- + Shaping recommendations and next steps for consideration by the Region

**395**  
people  
filled out  
our survey!

## More specifically...

### Topics

Bicycle Parking	To gather input on the use of existing bicycle parking, potential improvements and preferences and locations for implementation	11
Maintenance	To learn how maintenance procedures affect seasonal riding patterns and how they can be improvement to increase seasonal ridership	5
Signage and Wayfinding	To identify signage and wayfinding preferences and improvements to address current challenges or limitations	9
Education & Encouragement	To establish a profile of cycling education and encouragement preferences to generate more tailored community based social marketing	10
		<b>35</b> questions



# Bicycle Parking Survey

**40%** of respondents **NEVER** use bicycle parking within Durham Region.

**37%** of respondents were somewhat and/or very **dissatisfied** with the availability of bicycle parking.

**52%** respondents are concerned about bike theft

**53%** of respondents think availability of safe, secure bike parking is important.

## Current Use:

- #1: Locked to a non-bike rack structure
- #2: On street bike parking
- #3: Bring your bike into your office / workplace

## Wanted bike parking

at:

- + Shopping and business areas
- + Downtown / town centres
- + Parks and trails
- + Community facilities

## Other facilities such as:

- #1: Bicycle part vending machines
- #2: Showers
- #3: Change rooms

## Other

## recommendations:

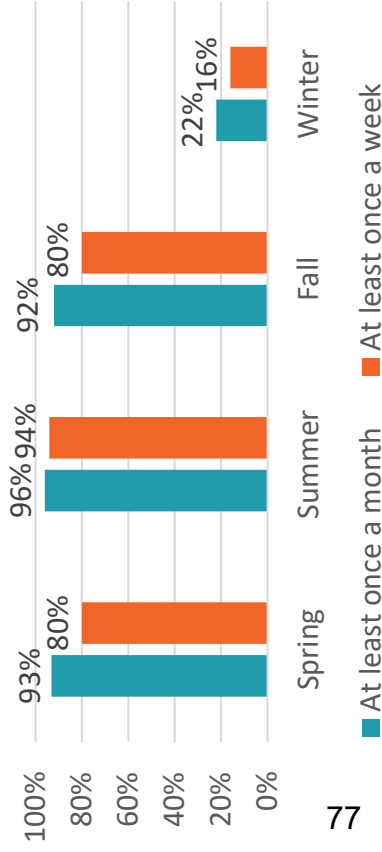
- + Bathrooms along trails
- + More bicycle lanes
- + Wayfinding and signage





# Maintenance Survey Results

## Seasonal cycling patterns



77

## Maintenance practices

*\*Responses indicate "rating" of current maintenance practices in Durham Region*



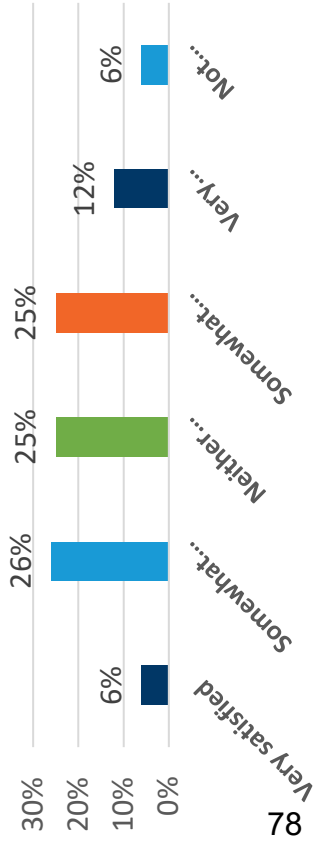
**71%** of respondents would rather have a higher standard of maintenance than an approach that focuses on clearing routes.

Respondents were a bit more likely to bike during the winter if cycling routes were maintained and cleared with the same level of priority as roadways.



# Signage and Wayfinding Survey Results

## Satisfaction of Availability



**65%** of respondents think there is inconsistent wayfinding / signage



**95%** of respondents think the Region should work together with stakeholders



**83%** of respondents think there should be branding for signage / wayfinding

## Current signage assessment

1	Directional signage	Good / Fair
2	Trailhead signage	Good / Fair
3	Regulatory signage	Good / Fair
4	Destination signage	Fair / Poor
5	Distance signage	Poor
6	Maps	Fair / Poor

## Areas of improvement:

- + Trails and bike routes such as Waterfront Trail
- + Transit stations
- + Major destinations (town centres, downtown cores)
- + Connected cycling routes

## Signage best practices...





# Education & Encouragement Survey Results



## Desirable Trip Types

Want to ride a lot more than they usually do	
+ Recreational	
+ Errands	
+ Visiting friends or social gatherings	
Not interested	
+ Commuting to and from work	

## Barriers to cycling:

Lack of safety, traffic  
Lack of connected cycling routes  
Lack of cycling infrastructure

## Top 4 Programs:

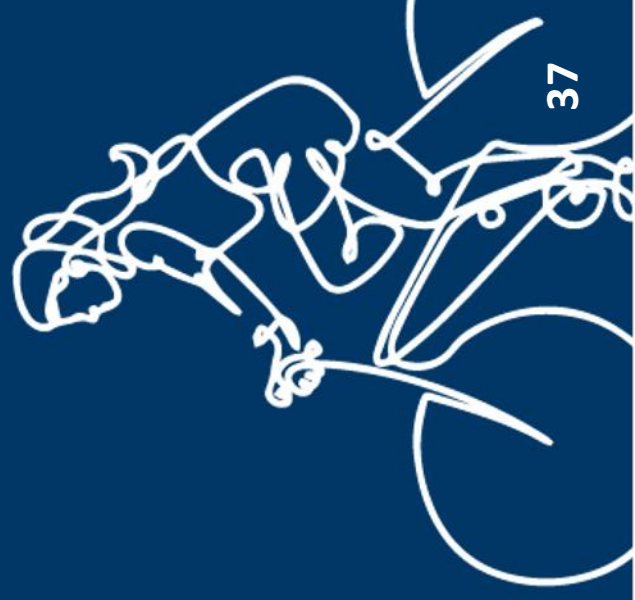
- #1: An Open Streets event in my community
- #2: A 2 hour historical tour of my community on a bike
- #3: Drop-in hours to learn bike repair
- #4: A group ride along a trail in my community

## Suggested Programs:

Programs for children and seniors  
Funding programs  
Bike awareness and safety for both cycling and motorists  
Cycling events

# Conclusion and Next Steps

7





# Conclusion and Next Steps



- + The RCPU is an important Regional sustainable plan to encourage more people to use modes of active transportation and to assist and guide the development of more sustainable cycling infrastructure, policies and programs across Durham.
- + Phase 2 is currently being finalized and the final phase, Phase 3 work has already begun.
- + The project team will use the next few months to gather, analyze and compile the final draft documents of the RCPU and share with key stakeholders for final comment and review.



# The Regional Municipality of Durham Report

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To: Planning and Economic Development Committee  
From: Commissioner of Planning and Economic Development  
Report: #2020-EDT-7  
Date: October 6, 2020

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**Subject:**

Recovery Video Series – Supporting Local Business

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**Recommendation:**

That the Planning and Economic Development Committee recommends:

That this report be received for information.

---

**Report:**

**1. Purpose**

- 1.1 The purpose of this report is to advise Committee of the “Support Local” video series and the “You Are Not Alone” video released by the Economic Development and Tourism Division. All nine of these videos will be screened for Committee members during the October meeting. The total run time for the nine videos will be approximately 15 minutes.

**2. Background**

- 2.1 The Region of Durham’s Economic Development and Tourism Division worked with local stakeholders to create a mini video series to showcase some of the local businesses that are making a difference in our community.
- 2.2 The focus of the Support Local series was on food and beverage businesses that were operating throughout the different stages of COVID-19, a sector which was heavily impacted by the pandemic.

- 2.3 The Economic Development and Tourism Division also partnered with Corporate Communications and Social Services to develop a Region-wide video with the message that 'You Are Not Alone', narrated by Durham personality Ken Shaw and highlighting locations of interest throughout Durham Region.
- 2.4 The videos were filmed during different phases of COVID-19 and all applicable health guidelines were followed during each phase to protect the safety of all participants.
- 2.5 The videos were filmed and edited by Murmr Media and Taylor Reid Creative. The cost to produce the videos was approximately \$14,600, sourced from the Economic Development and Tourism Divisions 2020 Annual Budget.

### **3. Support Local Video Series**

- 3.1 The Support Local video series was released to draw attention to local food and beverage businesses in Durham Region that have creatively adapted to serve their community and customers throughout COVID-19. Many local restaurants and craft beverage producers adapted and pivoted, donated meals and created new products and offerings.
- 3.2 Local businesses featured within the series are:
  - All or Nothing Brewhouse and Distillery – Oshawa
  - Charminar Indian Cuisine – Whitby
  - Chuuk – Pickering
  - Marwan's Global Bistro – Port Perry
  - Starapples Restaurant – Bowmanville
  - The Second Wedge Brewing Co. – Uxbridge
  - The Toasted Walnut – Bowmanville
  - What a Bagel - Ajax

### **4. You Are Not Alone video**

- 4.1 The footage in the video is representative of places and activities that residents could participate in across the Region throughout the pandemic. Each municipality was included in some portion of the video.
- 4.2 The goal of the video was to invoke a feeling of community and attachment to the Region and create an awareness of the creative and community-minded shifts made by local businesses.

## **5. Conclusion**

- 5.1 The Support Local video series and the You Are Not Alone video bring a greater awareness of how businesses are operating throughout COVID-19. These videos were a major component of the Region's Support-Local promotional campaign.
- 5.2 The videos were delivered through Durham Tourism's social media channels and are increasing in views and engagements daily. As of September 10, 2020:
  - a. The Support Local video series has garnered over 17,000 views and 1,635 engagements combined on Facebook.
  - b. The You Are Not Alone video has garnered over 45,000 views and 2,261 engagements on Facebook.
- 5.3 The Region of Durham Economic Development and Tourism Division will continue to support local businesses to help them through these challenging times.

## **6. Attachments**

Attachment #1: Recovery Video Series, List of Titles

Respectfully submitted,

Original signed by

---

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



## Region of Durham Economic Development & Tourism Division Recovery Videos

You Are Not Alone - <https://www.youtube.com/watch?v=Fmb4Pn5scig>

Support Local Food and Beverage in Durham Region -  
[https://www.youtube.com/watch?v=k3\\_g3j1vgyg](https://www.youtube.com/watch?v=k3_g3j1vgyg)

All or Nothing Brewhouse & Distillery -  
<https://www.youtube.com/watch?v=wSWVUphWWSQ>

Charminar Indian Cuisine - [https://www.youtube.com/watch?v=9KYN\\_4LUKyc](https://www.youtube.com/watch?v=9KYN_4LUKyc)

Chuuk - <https://www.youtube.com/watch?v=Rgi13e1O9nY>

Marwan's Global Bistro - <https://www.youtube.com/watch?v=kW0SYvff2TQ>

Starapples - <https://www.youtube.com/watch?v=kAz6YOB7KLQ>

The Second Wedge Brewing Company -  
<https://www.youtube.com/watch?v=NF2hBn1OHv8>

The Toasted Walnut - <https://www.youtube.com/watch?v=h5QwzPiSHiM>

What a Bagel - <https://www.youtube.com/watch?v=iMrBAhioMew>



# The Regional Municipality of Durham Report

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To: Planning and Economic Development Committee  
From: Commissioner of Planning and Economic Development  
Report: #2020-EDT-8  
Date: October 6, 2020

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**Subject:**

Local Food Business Retention and Expansion Project: Implementation Update

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**Recommendation:**

That the Planning and Economic Development Committee recommends:

That this report be received for information.

---

**Report:**

**1. Purpose**

- 1.1 The purpose of this report is to provide an update on the implementation of the Durham Region Local Food Business Retention and Expansion (BR+E) Project which was completed and received by the Planning and Economic Development Committee in June of 2019.

**2. Background**

- 2.1 The Final Report and Action Plan contains 42 actions to address the challenges and opportunities raised by the 64 businesses interviewed as part of the project. A copy of the report is located at <https://www.durham.ca/en/economic-development/resources/Durham-Region-Local-Food-BRE-Final-report-EMAIL.pdf>.
- 2.2 In addition to the 42 action items identified, 3 key recommendations emerged as general areas to focus future efforts and resources:

- a. Regulations and approvals
  - Help businesses navigate regulations and layers of approvals.
  - Encourage and enable on-farm value-added activities.
- b. Engagement and education
  - Build connections between businesses.
  - Improve consumer and producer understanding of local food.
  - Enhance promotion and marketing efforts on local food in Durham Region.
  - Improve the distribution system.
  - Attract a skilled workforce.
- c. Infrastructure support
  - Strengthen infrastructure.
  - Improve processing capabilities.
  - Establish viability of a year-round farmers' market.

### **3. Implementation of Local Food BR+E Actions Q3-2019 to Q1-2020**

3.1 Throughout 2019 and early 2020, with the support of various partners and stakeholders, several projects and programs were delivered to advance the action items in the Local Food BR+E project.

3.2 Key highlights of actions completed prior to the COVID-19 pandemic include:

- a. Working closely with prospective investors as well as staff in the Planning Division to identify suitable locations for food processing and abattoir facilities in the region.
- b. Increased involvement and support of agricultural organizations in the region who identify local food as a mandate. This has included participation with the DFFMA Board of Directors meetings, organizing, participating in, and supplying a virtual meeting platform for Durham Farm Connections meetings as they explore new ways of delivering their agriculture education programming during COVID-19.
- c. Connecting the agriculture community to labour support organizations through the promotion of the Feeding Your Future Campaign and Durham College Community Employment Services. Information is promoted and shared widely through webinars, social media, phone calls and newsletters.

- d. Researching new crop opportunities for farmers which could present opportunities to diversify farm revenue and operations. Plans are underway to deliver a specialty crop workshop in partnership with OMAFRA and the DFFMA in late 2020 or early 2021.
- e. Collaborating with the Durham Workforce Authority on grant opportunities to develop an Agri-Food Labour Report to profile the agri-food workforce in Durham Region.

#### **4. Impacts of COVID-19 & Implementation of Actions Q2-2020 to Present**

- 4.1 The COVID-19 pandemic has led to unprecedented changes across the local food chain with local food producers and agri-businesses seeing an increased demand for locally produced food with demand, in many cases, being for products directly from producers.
- 4.2 Initially, this demand was accompanied by consumer requirements for contactless pick-up and delivery options. Many local food operators and agri-businesses quickly pivoted to providing these options, along with online sales capabilities to meet customer needs.
- 4.3 Given the quickly changing priorities of local food operators/agri-food businesses and the increased demand for local food, Economic Development staff undertook an exercise to identify the most urgent action items identified in the Local Food BR+E Final Report in light of impacts from the pandemic. Of the 42 actions items initially identified, 15 were selected as the most urgent priority actions to pursue. These 15 action items are listed in Attachment 1.
- 4.4 Staff have undertaken several key initiatives in advancement of these high priority action items, including:
  - a. The development of a local food directory on the Economic Development website at [www.investdurham.ca/LocalFood](http://www.investdurham.ca/LocalFood) which provides a listing of local food businesses, craft beverage producers, farmers' markets, and more. Users can sort by type of farm, location, and search the interactive farm map developed by the DFFMA. A new calendar feature was recently added which provides a weekly view of the dates and times of farmers' markets throughout Durham Region. This page has seen almost 12,000 views since it was launched, and an accompanying Linked promoted post received over 92,000 views.
  - b. In partnership with the DFFMA, the organization and delivery of webinars covering topics such as how to open your farm to the public during COVID-19

and bringing your farm business online. The webinars have assisted with building increased business capacity and provided networking opportunities for local food operators.

- c. The support of local area municipalities in the promotion of local food and agricultural assets in their municipalities; this includes the development of a social media content calendar for the Township of Scugog, in recognition of the economic importance of the agri-food sector.
  - d. The coordination with staff from the Health Department to compile information on the seasonal agricultural worker program in Durham, and creation of factsheets to foster a better understanding of the role of foreign workers in the agriculture sector in Durham Region.
  - e. The promotion of local food through the FeastON Culinary Passport Program, available through the Ontario Culinary Tourism Alliance.
  - f. The creation and promotion of content to build awareness of the need for better access to reliable broadband in the Region's rural areas through circulation of the Regional Broadband Survey to members of the agri-business sector, directly calling agri-producers and gathering letters of support for an application by the Region for funding through the Improving Connectivity in Ontario Program.
  - g. Reaching out to as many local food operators as possible across the region through direct phone calls, gathering feedback and responding to the immediate needs of operators.
  - h. Providing advice to and encouraging municipalities to adopt policies that support and enable agri-food producers and farms to pursue on-farm diversified activities such as on-farm processing, value-added services, on-farm retail, agri-tourism uses and on-farm special events, as a means of growing and diversifying revenue streams.
- 4.5 As Envision Durham is currently underway, Economic Development and Tourism staff will work closely with staff in the Planning Division to ensure that the value and growth potential of permitting on-farm diversified activities in the region is considered through the municipal comprehensive review of the Regional Official Plan. On-farm diversified uses provide a valuable opportunity for agri-food operators and farms to embrace alternative strategies that keep their farms economically viable and create sustainable jobs.

## **5. Conclusion**

- 5.1 The Durham Region Local Food BR+E project identifies high-value opportunities for the Region to support the growth of the agri-food business sector. Due to immediate

impacts and opportunities created by the COVID-19 pandemic, action items were prioritized and staff delivered projects and programming to respond to the immediate needs of business.

- 5.2 Local agri-food producers have innovated and rapidly developed unique and creative solutions to adapt their businesses to conditions created by the pandemic, and Regional staff have provided a variety of high-value support, promotion, and programming to help the sector. Staff will continue to advance the high priority action items and support the growth and vibrancy of the Region's local food sector.
- 5.3 The first week of October each year is recognized as Ontario Agriculture Week. Please support Durham's agri-food businesses by visiting [www.investdurham.ca/localfood](http://www.investdurham.ca/localfood) to find information on where to buy locally-produced food and beverages in Durham Region.

## 6. Attachments

Attachment #1: Local Food Business Retention and Expansion Project –  
Prioritization Plan

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



## Local Food Business Retention and Expansion Project – Prioritization Plan

The [Durham Region Local Food Business Retention and Expansion \(BR+E\) Project](#) was completed and received by Planning and Economic Development Committee in June 2019. The Final Report and Action Plan contained 42 actions to address the challenges and opportunities raised by the 64 businesses interviewed as part of the project. An exercise has been undertaken to prioritize the most urgent action items and 15 actions items have been identified.

	Action	Recommendation
1.	Engage with and provide support to the Durham Region Federation of Agriculture Event and Education Centre Committee.	Establish viability of a year-round farmer's market
2.	Build awareness of agri-food infrastructure needs such as broadband, roads to accommodate equipment, access to natural gas and three phase power.	Strengthen infrastructure
3.	Provide businesses with improved marketing skills and tools to promote their businesses through workshops and training sessions.	Enhance promotion and marketing efforts of Durham Region focused on local food
4.	Compile a list of existing platforms for joint selling and engage producers and buyers to participate (such as a closed Facebook group or messaging app).	Improve distribution system
5.	Host education workshops on topics such as navigating regulations and gather input from businesses on reducing barriers to foster business growth in Durham Region.	Build connections between businesses

<b>6.</b>	Collaborate with post-secondary educational intuitions to create templates to facilitate job postings. Match job postings with student skill sets and detail how the job will further career objectives.	Attract a skilled workforce
<b>7.</b>	Investigate deeper into the barriers for businesses to scale-up and provide tools, training or resources to address the barriers (such as food safety, minor processing, storage).	Improve distribution system
<b>8.</b>	Create a checklist that lays out processes and key departments that can be used as a 'one stop shop' resource for businesses.	Help businesses navigate regulations and layers of approvals
<b>9.</b>	Update the Regional Official Plan to include appropriate policy support for agriculture, agriculture related on-farm diversified uses.	Encourage and enable on-farm value added activities
<b>10.</b>	Add a banner to durham.ca during peak growing season to promote local food and direct residents to local farms and Durham Farm Fresh.	Enhance promotion and marketing efforts of Durham Region focused on local food
<b>11.</b>	Encourage food service providers to indicate on their menus, which food items are made with local ingredients.	Improve consumer and producer understanding of local food
<b>12.</b>	Research new crop opportunities that can be grown in Durham.	Improve consumer and producer understanding of local food
<b>13.</b>	Compile information around the seasonal farm worker statistics in Durham Region and develop fact sheets (such as how many, how many hours).	Attract a skilled work force
<b>14.</b>	Gather staff to review regional and municipal approaches to policy, regulations and approvals to identify	Help businesses navigate regulations and layers of approval

	best practices that should be adopted throughout the region. Consider by-laws for value added agriculture development on farms and provide a development/permitting charge incentive or discount for agri-tourism.	
<b>15.</b>	Encourage businesses/Chambers to adopt local food week and foster relationships between food service providers and local producers and manufacturers	Improve consumer and producer understanding of local food



# The Regional Municipality of Durham

## Report

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To: Planning and Economic Development Committee  
From: Commissioner of Planning and Economic Development  
Report: #2020-EDT-9  
Date: October 6, 2020

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**Subject:**

Natural Resources Canada Small Nuclear Reactor Action Plan 2020

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**Recommendation:**

That the Planning and Economic Development Committee recommends:

That Regional Council endorse the draft resolution contained in Attachment #1 to this report to advise Natural Resources Canada (NRCan) that Durham Region will become an active participant in the development of NRCan's Small Nuclear Reactor Action Plan 2020.

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**Report:**

**1. Purpose**

- 1.1 Natural Resources Canada (NRCan) has invited Durham Region, Canada's premier nuclear host jurisdiction, to participate in the federal Small Modular Reactor (SMR) Action Plan that will be launched in November 2020.
- 1.2 The purpose of this report is to provide background about the Federal SMR Action Plan and to recommend that Council endorse the draft resolution contained in Attachment #1 to this report.
- 1.3 A representative from NRCan will be appearing as a delegation before the Planning and Economic Development Committee at its meeting on October 6, 2020 to further explain the SMR Action Plan process.

## 2. Background

- 2.1 Small modular reactors (SMRs) are a rapidly emerging nuclear technology. Much smaller than a conventional reactor (< 300 MW), they can be fabricated as modules in a factory and deployed as single or multiple units on sites that differ from traditional power plants. SMRs offer lower capital costs due to smaller size, economies of scale in production, and shorter construction time.
- 2.2 In 2018, working with provinces, energy utilities, academia and others in the nuclear sector, the federal government developed a Canadian [Roadmap for Small Modular Reactors](#) (SMRs).
- 2.3 The federal government sees SMRs as key to helping Canada shift to a low-carbon economy and achieve GHG emissions targets, while supporting job creation in an emerging industrial subsector.
- 2.4 Nuclear energy is considered a clean and sustainable energy source as it generates electricity without emissions produced by fossil fuels. In Canada, nuclear energy displaces over 50 mega tonnes of greenhouse gas emissions every year, compared to coal or natural gas.
- 2.5 In Ontario, nuclear energy provides a clean and reliable baseload for the province. Advancement of new nuclear and SMR innovation will continue to enable this baseload beyond the current 30-year lifecycle of nuclear assets in the province.
- 2.6 Nuclear energy is a pan-Canadian industry with a complete supply chain, and it is a strategic asset for Canada, contributing \$17B to the economy and 76,000 total jobs.
- 2.7 In December 2019, New Brunswick, Ontario and Saskatchewan agreed to collaborate on the development and deployment of SMRs in a Memorandum of Understanding (MoU). Under the MoU, the three parties aim to explore new nuclear to provide carbon free, affordable, reliable and safe energy and enable the economic potential of new nuclear across Canada.
- 2.8 There are three distinct markets for SMRs in Canada:
  - a. On-grid power
  - b. Heavy industry
  - c. Remote communities

- 2.9 Canada's nuclear industry and utilities have embraced and advanced the actions outlined in the Roadmap and the Canadian Nuclear Safety Commission (CNSC) is reviewing vendor designs for a dozen SMRs.
- 2.10 Jobs in the energy sector, and particularly the nuclear industry, are high-skill, high-pay, long-lasting and sustainable. A recent Korean study estimated that for every 1 direct nuclear sector job created, 1.25 indirect jobs and 0.93 induced jobs are created, resulting in a multiplier of 3.18<sup>1</sup>.
- 2.11 OPG plans to establish their new corporate headquarters in Durham Region, which will be home to over 2,000 employees including their business development and engineering teams, and has announced plans to launch the Centre for Canadian Nuclear Sustainability. These announcements are in addition to OPG's existing presence of two nuclear generation stations in the Region which employ approximately 8,000 employees, contractors and supply chain employees. The strength of the existing sector in addition to the future opportunities with OPG, positions Durham Region very well to be the Canadian centre for clean energy.
- 2.12 SMRs are the next evolution of the nuclear industry and an SMR project could support the growth of jobs and nuclear expertise in Durham as well as meet Ontario's electricity needs with a low carbon option to support Canada's climate change goals.
- 2.13 This emerging technology represents a global opportunity driven by climate change mitigation and energy security imperatives.
- 2.14 Durham Region is well positioned to be the centre for origination and advancement of the SMR segment in Canada with associated economic and job growth potential. With the existing OPG presence and the planned OPG headquarters in Clarington, Ontario Tech University's nuclear programs and Centre for SMRs, Durham College's power engineering program, a licensed site for new nuclear in Canada, and the existing nuclear supply chain with approximately 40 companies, Durham's strength in energy innovation could help enable Canada's SMR Roadmap and Action Plan, position Durham to be a leaders in Ontario SMR advancement and lead to continued opportunities to export goods, talent and intellectual property domestically and internationally.

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1. Measuring Employment Generated by the Nuclear Power Sector (NEA (Nuclear Energy Agency) & IAEA (International Atomic Energy Agency), 2018) <https://www.oecd-nea.org/ndd/pubs/2018/7204-employment-nps.pdf>



### **3. Durham Consultation with NRCan**

- 3.1 NRCan contacted the Canadian Association of Nuclear Host Communities (CANHC) in late August 2020, seeking municipal participation in the SMR Action Plan and endorsement of their Statement of Principles (Attachment #2). Regional staff advised NRCan that endorsement of the Statement of Principles would require Council endorsement but noted the Region's interest in the project.
- 3.2 Durham Regional staff met with NRCan on September 18, 2020 to discuss potential participation. Staff introduced Durham as the premier nuclear jurisdiction in Canada with:
- a. two nuclear stations that generate 31% of Ontario's total electricity;
  - b. a Nuclear Energy sector that includes 40 supply chain companies; and
  - c. strong post secondary engagement in nuclear education and research including the new Centre for Small Modular Reactors at Ontario Tech University.
- 3.3 The SMR Action Plan will be launched in November 2020 highlighting the participation of all the enabling partners as "chapters" of the Action Plan website. Each participant is asked to outline an action they would take to advance the Plan.

### **4. SMR Action Plan and Opportunities for Participation**

- 4.1 Canada's SMR Roadmap made over 50 recommendations including that the federal government and partners finalize an SMR Action Plan. All essential enabling partners will be invited to join the Action Plan.
- 4.2 There are two key elements of the SMR Action Plan:
- a. Introductory Statement of Principles: which includes an overarching vision for SMRs in Canada and a shared intention to act that has been drafted by NRCan, with input from partners; and
  - b. Participant Chapters with Actions and Plans: each chapter will set out the participant organization's actions and plans, including responses to the Roadmap's recommendations and other planned activities based on progress.

4.3 The Action Plan outlines various areas where partners can voluntarily commit to actions that will jointly contribute to a 'Team Canada' approach to deliver on the SMR Roadmap. These actions may include:

- a. An indication of commitment to the Statement of Principles;
- b. Interest and motivation for engagement of SMRs;
- c. Where partners see their role in the SMR ecosystem;
- d. Vision sharing: what does success look like? How are you working with others?;
- e. Relevant timelines; and
- f. Any additional information as a part of the narrative.

4.4 There are four key pillars where partners, including the Region, can participate in the Action Plan:

Pillar 1: Demonstration and deployment

Pillar 2: Policy, legislation and regulation

Pillar 3: Capacity, engagement and public confidence

Pillar 4: International partnerships and markets

4.5 According to NRCan's Roadmap for SMRs, "the emergence of SMRs may represent a new subsector with economic, geopolitical, social and environmental benefits with substantial export potential". Durham Region appears well positioned to explore opportunities to participate in Pillar 4 of the action plan: International Partnerships and Markets, through the following actions:

- a. Support the positioning of Canada's energy supply chain in global markets;
- b. In collaboration with local post-secondary institutions, continue to support efforts to attract and retain inclusive, diverse, global talent. Focus on continuing to build welcoming communities through placemaking and understanding the needs of newcomers in our communities;
- c. Work with all levels of government to understand the size of the SMR market internationally and support the growth of the supply chain locally in Durham; and
- d. Explore the opportunity to become the key Region in Canada for establishing the domestic SMR supply chain, based on the strength of the existing Nuclear Supply Chain and anchor institutions. This along with the talent pipeline and research and development occurring through unique programming at Ontario Tech University puts Durham Region at an

advantage to showcase the full breadth of the sector and our leadership in innovation.

- 4.6 Regional endorsement of the Statement of Principles, or staff commitments with respect to the Pillar 4 action item opportunities listed above, are not expected to have any budget impacts on the current or future year Annual Business Plans and Budgets.

## **5. Conclusion**

- 5.1 Participation in the federal SMR Action Plan would support:

- a. OPG's leadership to advance the first on-grid SMR in Canada;
- b. Economic growth, job growth, and export opportunities in Durham's EN3 sectors (Energy, Environment, and Engineering);
- c. Research and development at Durham's post-secondary institutions;
- d. Technology development to help address the climate change emergency and potentially recycle used CANDU reactor fuel; and
- e. Growing the energy cluster, innovative technology, nuclear supply chain and workforce in Durham and solidifying Durham's role as a leading municipality in Canada for clean energy innovation.

- 5.2 It is recommended that Regional Council endorse the draft resolution in Attachment #1. Participation in the federal SMR Action Plan aligns with the Durham Region Strategic Plan Objective 1.1, accelerate the adoption of innovative technologies and clean energy solutions through strategic partnerships and investments. It would also align with Regional priorities to address the climate emergency, and direction in the Durham Community Energy Plan to move to a low carbon economy, in part, through clean electrification of space heating and transportation. Further, participation improves the ability for the Region to become the economic centre for SMR value chain development, along with the accompanying economic development and job growth potential.

## **6. Attachments**

Attachment #1: Draft Resolution

Attachment #2: Canada SMR Plan Statement of Principles

Attachment #3: Natural Resource Canada's SMR Action Plan Background, Summer 2020

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

## **Planning and Economic Development Committee Meeting – October 6, 2020**

### **Draft Resolution**

Moved by:

Seconded by:

Whereas the federal government is positioning Canada to be an early global leader in the development and implementation of small modular reactors (SMRs) with the publication in November 2018 of “A Call to Action: A Canadian Roadmap for Small Modular Reactors”;

Whereas the federal government, Ontario, Alberta, Saskatchewan, and New Brunswick and a host of partners in the nuclear sector are taking a ‘Team Canada’ approach to developing an action plan for publication in November 2020 to seize the SMR opportunity;

Whereas nuclear energy is critical to Canada’s ability to meet its international commitments to reduce greenhouse gas emissions and shift to a low carbon economy and SMRs could support electricity needs where fossil fuels are being phased out, and offer the opportunity for remote and northern off-grid communities and resource extraction sites to move from diesel generation to a mix of energy sources including nuclear;

Whereas Canada has a robust legal and regulatory framework that is internationally recognized guiding and ensuring the safe, secure of operation of nuclear industry;

Whereas Ontario Power Generation (OPG) has announced that they will be locating their corporate headquarters in Durham Region, and lands at OPG’s Darlington Nuclear Generating Station (NGS) are the only site in Canada approved for new nuclear development;

Whereas Ontario Tech University offers Canada’s only undergraduate Nuclear Engineering program as well as Nuclear Engineering graduate degrees, and has recently established the Centre for SMRs to conduct SMR research and to prepare the next generation of nuclear scientists and engineers for this emerging technology;

Whereas certain types of SMRs (micro-modular reactors) are being explored for development by New Brunswick that may be able to use spent fuel from CANDU reactors as their primary fuel source;

Whereas the development of SMRs aligns closely with Durham Region’s clean energy, engineering, and environment (EN3) economic development strategy, and the adoption of this technology first in Durham Region positions the region well for the development of the SMR value chain, expertise, and accompanying high-skill job creation locally; and

Whereas becoming the centre of excellence nationally for SMRs positions the region well for exporting SMR expertise, components and engineering in the future, both domestically and internationally, offering a unique opportunity to contribute to Durham’s, Ontario’s, and Canada’s economic recovery from the impacts of COVID-19;

**Now therefore, be it resolved that** Durham Region become an active participant and supporter in the development by Natural Resources Canada (NRCan) of the SMR Action Plan 2020 by providing a vision statement to the website and conveying our interest in being part of the SMR future in Canada;

That Regional Council endorse the NRCan SMR statement of principles;

That the Region commit to appropriate action items in contribution to the broader Canada SMR Action Plan; and

That a copy of this motion be forwarded to the Minister of Natural Resources Canada, the Director, Nuclear Energy Division at Natural Resources Canada, Ontario's Minister of Energy, Northern Development and Mines, Durham MPs and MPPs, members of the Canadian Association of Nuclear Host Communities, and Ontario Power Generation.

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## STATEMENT OF PRINCIPLES

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Small modular reactors (SMRs) could be a source of clean, safe and affordable energy, opening opportunities for a resilient, low-carbon future and capturing benefits for Canada and Canadians while supporting reconciliation with Indigenous peoples as essential enabling partners.

Markets around the globe are signalling a need for smaller, simpler, and cheaper nuclear energy. At the same time, international experts are telling us that new nuclear energy, together with the full range of low-carbon technologies, are needed to combat global climate change and meet federal, provincial and territorial emissions targets for 2030 and 2050.

That's why we're working together to enable nuclear energy – especially SMRs – to play a key role in Canada and the world's low-carbon future. Canada's SMR Roadmap gave us a path for success, with over 50 recommendations to all essential enabling partners.

We are coming together to make Canada a world leader and desired partner in this area of high-tech innovation. For Canada, this could mean anchoring jobs, intellectual property and supply chains here, in a global market estimated to be valued at over \$150B by 2040. In addition to helping to deliver on our climate change and clean energy commitments, it could also strengthen Canada's position as a policy leader and early mover in SMR deployment to become an international standard-setter for strategic influence and geopolitical security. Finally, it could open opportunities for regional development, and enable a constructive dialogue with Indigenous and northern communities on addressing key energy challenges.

The Roadmap demonstrated Canada, with its 75-year nuclear energy heritage, has the depth of nuclear expertise and established infrastructure to be a world leader. This is evident in its industry, academic institutions, research laboratories, governments and progressive regulatory environment. Since the Roadmap's release, the Canadian nuclear community has mobilized with common purpose, and all eyes are turning to Canada.

We are committed to seizing this opportunity for Canada. This is our plan to make it happen.

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Committed to action and seizing this Canadian leadership opportunity, we intend to:

1. Act together and within our jurisdictions and areas of authority to support the development and deployment of various SMR technologies in Canada, with first units in operation by the late 2020s;
2. Unite as "Team Canada" to engage international partners to seize export opportunities, influence international standards and secure investments in Canada's future;
3. Seek out opportunities to integrate SMRs with other clean energy sources, storage technologies and applications to accelerate Canada's low-carbon future;
4. Pursue opportunities to minimize nuclear waste and potentially reuse nuclear fuel, complementing Canada's existing practices for safe, long-term management of radioactive waste;
5. Strengthen diversity and representation in the nuclear industry through greater inclusion of women, minority communities and youth, and exploring meaningful and long-term economic partnership opportunities with Indigenous, rural, remote and northern communities;
6. Leverage Canada's extensive capabilities in academia, research, engineering and manufacturing in the deployment and export of SMRs; and
7. Support complementary activities outlined in each partner's chapter.

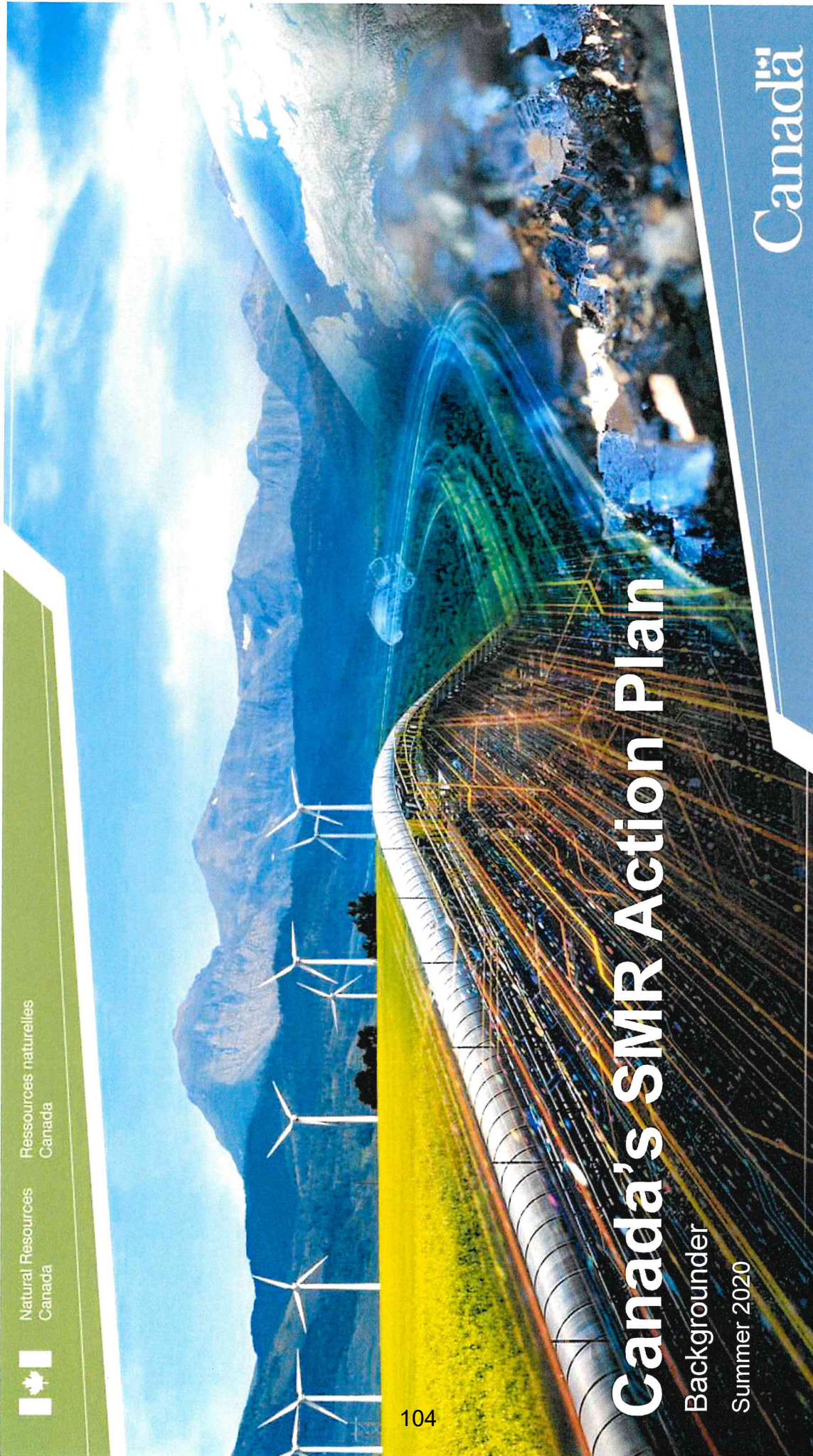
All partners are invited to endorse this statement and outline their current actions and future plans in response to the recommendations.





Natural Resources  
Canada

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Canada



# Canada's SMR Action Plan

Background

Summer 2020

Canada



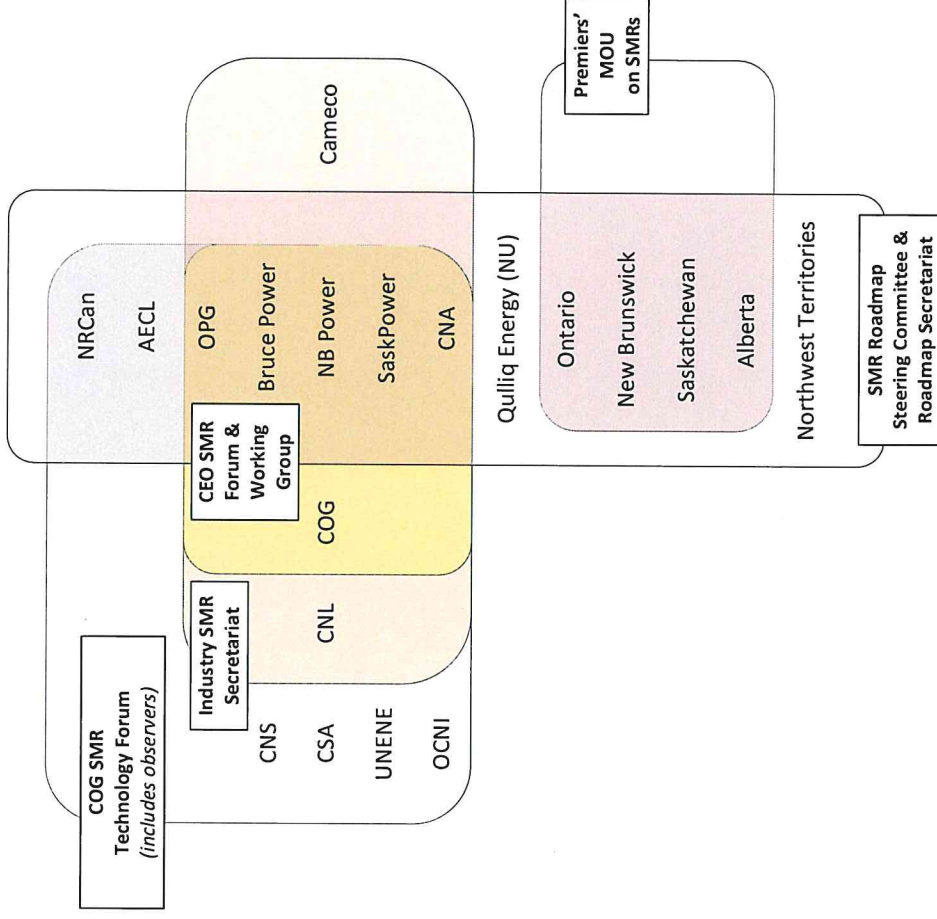
# Context: Canada's SMR Action Plan

- Canada's SMR Roadmap made over 50 recommendations, including that the federal government and partners finalize an SMR Action Plan:
  - "Finalize an SMR action plan that responds to the recommendations in the Roadmap. All essential enablers are called upon to review the recommendations of this report and make commitments for action that respond to the recommendations. Enablers should seize this opportunity to finalize a Canadian SMR Action Plan."
- In February 2020, Minister O'Regan announced plans to respond publicly in the fall:
  - "To keep the momentum going, this fall, together with our partners from across the country, we will launch Canada's SMR Action Plan – outlining the progress and ongoing efforts across Canada to turn our Roadmap into reality."
- Since the release of the Roadmap, NRCan and partners have already acted on early priority areas



# Partners and Participants

- “Essential enabling partners” have taken action both individually and collaboratively
- The Action Plan will *complement* and *highlight* progress by all essential enabling partners
- Indigenous engagement that began under the Roadmap continues to be advanced by partners in all of these SMR fora



# Objectives

1. **Convene “Team Canada”**: building on the momentum of Canada’s SMR Roadmap to reconvene a pan-Canadian dialogue on SMRs and foster strong strategic partnerships
2. **Report on Progress and Actions**: respond to the recommendations in Canada’s SMR Roadmap and chart a path forward to turn the Roadmap into reality
3. **Demonstrate Canadian Leadership**: positioning Canada with a strong “Team Canada” brand on the international stage and helping to attract foreign direct investment





# Structure of the Action Plan

- To include two key elements:
  1. Introductory Statement of Principles
    - An overarching vision for SMRs in Canada and a shared intention to act
    - Informed by the SMR Roadmap and emerging priorities since the Roadmap
    - The introductory statement of principles will be drafted by NRCan with input from partners
  2. Participant Chapters with Actions and Plans
    - Each chapter will set out the participant organization's actions and plans, including responses to the Roadmap's recommendations and other planned activities based on progress since the Roadmap
    - Chapters will be drafted by participant organizations and added to the Action Plan
- All essential enabling partners will be invited to join the Action Plan, including governments, Indigenous peoples, utilities, industry, academia and civil society



# Critical Path

- **November 2018:** Launch of Canada's SMR Roadmap at G4SR-1
- **December 2019:** Premiers of ON, NB and SK sign MOU on SMRs (Premier of AB joins August 2020)
- **February 2020:** Minister O'Regan announces intent to release Action Plan in fall 2020
- **April 2020:** Quarterly Nuclear Energy Session to chart the path forward for the development of the Action Plan
- **May 2020:** Statement of Principles developed by NRCan with input from partners
- **June 2020:** Templates shared, partners invited to draft their sections
- **July 2020: Resume and broaden Indigenous engagement that began under the Roadmap**
- **July-August 2020:** Partners submit first drafts of their sections
- **July-September 2020:** Civil society engagement on the Action Plan
- **October 2020:** Finalization of Action Plan

**November 2020:** Release of Canada's SMR Action Plan

And continuing Indigenous engagement



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