



# ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

## APPENDIX B POLICY CONTEXT







## CONTENTS

<b>1</b>	<b>INTRODUCTION .....</b>	<b>1</b>
<b>2</b>	<b>PROVINCE OF ONTARIO .....</b>	<b>1</b>
2.1	PROVINCIAL POLICY STATEMENT (2020) .....	1
2.2	A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2019) .....	2
2.3	OAK RIDGES MORAINÉ CONSERVATION PLAN (2017) .....	2
2.4	GREENBELT PLAN (2017) .....	3
2.5	<i>ACCESSIBILITY FOR ONTARIANS WITH DISABILITIES ACT, 2005</i> .....	4
2.6	2041 REGIONAL TRANSPORTATION PLAN (2018) .....	4
2.7	TRANSIT SUPPORTIVE GUIDELINES (2012) .....	5
2.8	#CYCLEON ONTARIO'S CYCLING STRATEGY (2013) .....	5
2.9	ONTARIO TRAILS STRATEGY (2005) .....	6
<b>3</b>	<b>REGION OF DURHAM .....</b>	<b>6</b>
3.1	DURHAM REGIONAL OFFICIAL PLAN (2017 CONSOLIDATION) .....	6
3.2	DURHAM REGION STRATEGIC PLAN (2020) .....	7
3.3	DURHAM TRANSPORTATION MASTER PLAN (2017) .....	8
3.4	DURHAM REGIONAL CYCLING PLAN (2012) .....	9
3.5	DURHAM VISION ZERO – STRATEGIC ROAD AND SAFETY ACTION PLAN (2018) .....	9
<b>4</b>	<b>TOWNSHIP OF SCUGOG .....</b>	<b>10</b>
4.1	TOWNSHIP OF SCUGOG OFFICIAL PLAN (2017 CONSOLIDATION) .....	10
4.2	TOWNSHIP OF SCUGOG STRATEGIC PLAN (2019) .....	11
4.3	TOWNSHIP OF SCUGOG DEVELOPMENT CHARGES BACKGROUND STUDY (2019) .....	11
4.4	TOWNSHIP OF SCUGOG PARKS, RECREATION AND CULTURE STRATEGIC MASTER PLAN (2018) .....	12
4.5	LAKE SCUGOG ENVIRONMENTAL MANAGEMENT PLAN (2010) .....	12
4.6	LAKE SCUGOG ENHANCEMENT CLASS ENVIRONMENTAL ASSESSMENT (2018) .....	13

## ATTACHMENTS

ATTACHMENT A EXCERPTS FROM TOWNSHIP OF SCUGOG OFFICIAL PLAN



## 1 INTRODUCTION

The **Active Transportation and Transportation Master Plans (AT and TMP)** are based on the land use and transportation planning policy context defined by the Township of Scugog, Durham Region, Province of Ontario, and other public agencies. The following sections provide brief summaries of the policy documents reviewed and their specific directives, regulations, and initiatives pertaining to the planning, design, construction, and operation of pedestrian, cycling, and vehicular infrastructure within the Township.

## 2 PROVINCE OF ONTARIO

### 2.1 PROVINCIAL POLICY STATEMENT (2020)

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development, including transportation facilities. The *Planning Act* requires that all planning decisions “shall be consistent with” the PPS. With respect to Infrastructure and Public Service Facilities, the PPS policies indicates municipalities should:

- *Provide infrastructure and public service facilities in a coordinated, efficient and cost-effective manner, considering climate change impacts while accommodating projected growth;*
- *Coordinate and integrate with land use planning to ensure financial viability and ability to meet current and projected needs;*
- *Promote green infrastructure in complement with infrastructure;*
- *Consider optimization and adaptive re-use of current infrastructure and public service facilities before developing new;*
- *Strategically locate to support effective and efficient delivery of emergency management systems, and to ensure the protection of public health and safety; and*
- *Co-locate public service facilities in community hubs to promote cost-effectiveness, facility service integration and access to transit and active transportation.*

Furthermore, the PPS sets out Transportation Systems policies that focus on the movement of people and goods through a safe and energy efficient transportation system, and promotes a multimodal transportation system, which includes transit and active transportation. This direction is supported through compact, mixed land uses and transportation demand management initiatives that minimize the length and number of motor vehicle trips required.



Finally, with respect to Transportation and Infrastructure Corridors, the PPS directs municipalities to:

- *Plan and protect corridors and rights-of-way for transportation, transit and infrastructure facilities to meet current and projected needs;*
- *Provide long-term protection for major goods movement facilities;*
- *Restrict development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified;*
- *Encourage preservation and reuse of abandoned corridors for purposes that maintain the corridor's integrity and continuous linear characteristics;*
- *Promote the co-location of linear infrastructure where appropriate; and*
- *Consider the environmental impacts when planning for corridors and rights-of-way for significant transportation infrastructure facilities.*

## 2.2 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2019)

A Place to Growth: Growth Plan for the Greater Golden Horseshoe, adopted pursuant to the *Places to Grow Act, 2005*, is a Provincial growth management plan that articulates a long-term strategic vision and tools for how southern Ontario should grow over the next 20 years. The Growth Plan was developed to guide planning decisions in a way that will promote economic development and strong communities. It directs municipalities to optimize the use of existing and new infrastructure to support growth, and coordinate infrastructure planning, land use planning, and infrastructure investment.

Many policies in the Growth Plan pertain to planning for transportation infrastructure, with an emphasis on encouraging municipalities to plan systems that are adequate for the level of anticipated growth, offer multi-modal access to destinations, provide safety for users, and are interconnected and planned in a coordinated manner. It also reiterates policies found in the PPS with respect to transportation corridors. Specific to the AT and TMP, the Growth Plan directs municipalities to integrate pedestrian and bicycle networks into transportation planning for both existing and new communities and supports greater use of transit in serving communities.

## 2.3 OAK RIDGES MORAINÉ CONSERVATION PLAN (2017)

The Oak Ridges Moraine Conservation Plan (ORMCP) set out in O. Reg. 140/02 under the *Oak Ridges Moraine Conservation Act, 2001* provides land use and resource management planning direction on how to protect ecological and hydrological features and functions of the Moraine. One of Ontario's most significant landforms, stretching



160 kilometers from the Trent River in the east to the Niagara Escarpment in the west, the Oak Ridges Moraine divides the watersheds draining south into western Lake Ontario from those draining north into Georgian Bay, Lake Simcoe, and the Trent River system.

The ORMCP has the following objectives:

- *Protecting the ecological and hydrological integrity of the Oak Ridges Moraine Area;*
- *Ensuring that only land and resource uses that maintain, improve or restore the ecological and hydrological functions of the Oak Ridges Moraine Area are permitted;*
- *Maintaining, improving or restoring all the elements that contribute to the ecological and hydrological functions of the Oak Ridges Moraine Area, including the quality and quantity of its water and its other resources;*
- *Ensuring that the Oak Ridges Moraine Area is maintained as a continuous natural landform and environment for the benefit of present and future generations;*
- *Providing for land and resource uses and development that are compatible with the other objectives of the Plan;*
- *Providing for continued development within existing urban settlement areas and recognizing existing rural settlements;*
- *Providing for a continuous recreational trail through the Oak Ridges Moraine Area that is accessible to all including persons with disabilities;*
- *Providing for other public recreational access to the Oak Ridges Moraine Area; and*
- *Any other prescribed objectives.*

The southern portion of the Township of Scugog lies within the Oak Ridges Moraine Area. The AT and TMP consider this protected area and provide recommendations that respect the sensitivity and importance of the Moraine.

## 2.4 GREENBELT PLAN (2017)

The Greenbelt Plan established under Section 3 of the *Greenbelt Act, 2005* permanently protects agriculture uses and the natural ecology of the Greenbelt area by preventing urbanization. Viewed as the “cornerstone” of the Growth Plan, the Greenbelt Plan, together with the ORMCP and the Niagara Escarpment Plan, identifies where urbanization should not occur in southern Ontario so as to provide permanent protection to the agricultural land base and the ecological and hydrological features, areas, and functions occurring on this landscape.



The vision for the Greenbelt is a broad band of permanently protected land that:

- *Protects against the loss and fragmentation of the agricultural land base and supports agriculture as the predominant land use;*
- *Gives permanent protection to the natural heritage and water resource systems that sustain ecological and human health and that form the environmental framework around which major urbanization in southcentral Ontario will be organized;*
- *Provides for a diverse range of economic and social activities associated with rural communities, agriculture, tourism, recreation and resource uses; and*
- *Builds resilience to and mitigates climate change.*

Most land in the Township of Scugog lies within the Greenbelt, including the Oak Ridges Moraine Area. As with the Moraine, the AT and TMP consider this protected area and provide recommendations that respect the sensitivity and importance of the Greenbelt.

## 2.5 *ACCESSIBILITY FOR ONTARIANS WITH DISABILITIES ACT, 2005*

The *Accessibility for Ontarians with Disabilities Act, 2005* (AODA) outlines mandatory requirements for the private, public, and non-profit sectors in Ontario to remove barriers and ensure equitable access for all individuals with disabilities by 2025. Ontario Regulation 191/11 under the AODA establishes accessibility standards to apply when planning, designing, and building transportation facilities, which were referenced in preparing the AT and TMP and forming its recommendations.

## 2.6 2041 REGIONAL TRANSPORTATION PLAN (2018)

The 2041 Regional Transportation Plan (RTP) for the Greater Toronto and Hamilton Area (GTHA) sets out Metrolinx's strategy for providing the growing population in southern Ontario with access to fast, frequent, and reliable transit service, and making it easier for travellers to use transit, or travel by bike or on foot. The plan guides the continuing transformation of the transportation system, offering a blueprint for an integrated multimodal regional system that puts the traveller's needs first.

Developed in collaboration with municipal partners and other stakeholders, the 2041 RTP builds on the successes of The Big Move (2008), the first regional transportation plan for the GTHA. The plan presents an updated vision and three goals – creating strong connections, complete travel experiences, and sustainable and healthy communities – for the transportation system. To achieve the vision and goals, the 2041 RTP outlines five strategies, being:

- *Complete the delivery of current regional transit projects;*



- *Connect more of the region with frequent rapid transit;*
- *Optimize the transportation system;*
- *Integrate transportation and land use; and*
- *Prepare for an uncertain future.*

The 2041 RTP provides direction and guidance regarding active transportation and to a lesser degree transit of relevance for the AT and TMP.

## 2.7 TRANSIT SUPPORTIVE GUIDELINES (2012)

The Transit Supportive Guidelines developed by the Ministry of Transportation promote transit-oriented planning and design throughout the province. The aim is to assist practitioners in creating environments that facilitate transit use and developing services and programs to increase ridership in communities over time through supportive land use planning, urban design, and operational best practices. The document is structured into four key chapters with strategies applicable to all community scales including:

- *Community-Wide Guidelines* to create transit-supportive communities through a range of higher-level planning strategies;
- *District-Level and Site-Specific Guidelines* detailing design guidelines relating to streets, buildings infrastructure, and unique uses;
- *Transit Improvement Guidelines* outlining transit improvement programs, innovations, and services that can help to increase transit ridership; and
- *Implementation Tools* that can be used to achieve the principles and guidelines within the document.

The Guidelines helped influence the transit strategies in the AT and TMP.

## 2.8 #CYCLEON ONTARIO'S CYCLING STRATEGY (2013)

Ontario's Cycling Strategy (#CycleON) is a 20-year plan to encourage the growth and improve the safety of cycling in the province. The Strategy envisions cycling in Ontario as a recognized, respected, and valued core mode of transportation that provides individuals and communities with health, economic, environmental, social, and other benefits by 2033. Achieving this vision requires commitment from all partners for integrated action to:

- *Design healthy, active and prosperous communities;*
- *Improve cycling infrastructure;*



- *Make highways and streets safer;*
- *Promote cycling awareness and behavioural shifts; and*
- *Increase cycling tourism in Ontario.*

The actions and recommended network outlined in the Strategy provide an important foundation for the AT and TMP.

## 2.9 ONTARIO TRAILS STRATEGY (2005)

The Ontario Trails Strategy is a long-term plan that establishes strategic directions for planning, managing, promoting, and using trails in the Province. The Strategy recognizes trails as key economic and tourism assets for Ontario communities that bring important health benefits and contribute to a high quality of life. With a vision to develop a world-class system of diversified trails, planned and used in an environmentally responsible manner that enhances the health and prosperity of all Ontarians, the Strategy focuses on:

- *Improving collaboration among stakeholders;*
- *Enhancing the sustainability of Ontario's trails;*
- *Enhancing the trail experience;*
- *Educating Ontarians about trails; and*
- *Fostering better health and a strong economy through trails.*

Like #CycleON, the actions and recommended network outlined in the Strategy provide an important foundation for the AT and TMP.

## 3 REGION OF DURHAM

### 3.1 DURHAM REGIONAL OFFICIAL PLAN (2017 CONSOLIDATION)

The Durham Regional Official Plan (ROP) is the guiding document for directing growth and development in Durham Region to 2031. The ROP provides policies to ensure an improved quality of life and secure the health, safety, convenience, and well-being of the present and future residents of the Region. The ROP also establishes the future development pattern of the Region and articulates goals, policies, and implementation mechanisms to achieve this desired structure. This regional structure is further detailed through the official plans of each of the Region's eight local area municipalities.

Section 11 of the ROP outlines the following transportation goals:



- *Provide a transportation system that is integrated, safe, efficient and reliable for all users and modes;*
- *Offer a variety of mobility choices for all Durham residents;*
- *Develop a Transportation System that supports the retention of existing businesses and attraction of new investment and economic activity; and*
- *Support sustainable transportation initiatives that respect natural, social and cultural environments.*

The plan includes details on how the goals will be achieved, with policies for road network and design, transportation demand management, transit priority network, Regional Cycling Plan, goods movement, and mitigating community and environmental impacts. The ROP requires area municipalities, including the Township of Scugog, to implement the provisions outlined in Section 11.

The transportation policies in the ROP informed the AT and TMP, providing guidance especially for the active transportation and transit components of the plans.

The Region is currently conducting a Municipal Comprehensive Review of the ROP. The review is expected to be completed in 2022.

## 3.2 DURHAM REGION STRATEGIC PLAN (2020)

The 2020-2024 Durham Region Strategic Plan guides the work of the municipality and provides a road map to help achieve Regional Council's vision for the future of "a healthy, prosperous community for all". The plan is focused on five goal areas:

- *Environmental Sustainability – Protect the environment for the future by demonstrating leadership in sustainability and addressing climate change;*
- *Community Vitality – Foster an exceptional quality of life with services that contribute to strong neighbourhoods, vibrant and diverse communities, and influence our safety and well-being;*
- *Economic Prosperity – Build a strong and resilient economy that maximizes opportunities for business and employment growth, innovation and partnership;*
- *Social Investment – Ensure a range of programs, services and supports are available and accessible to those in need, so that no individual is left behind; and*
- *Service Excellence – Provide exceptional value to Durham taxpayers through responsive, effective and fiscally sustainable service delivery;*



The Strategic Plan outlines priorities under each goal area, with many of the actions pertaining to transportation. Specific initiatives include:

- *Accelerate the adoption of green technologies and clean energy solutions through strategic partnerships and investment (1.1);*
- *Protect, preserve and restore the natural environment, including greenspaces, waterways, parks, trails, and farmlands (1.3);*
- *Expand sustainable and active transportation (1.5);*
- *Revitalize existing neighbourhoods and build complete communities that are walkable, well-connected, and have a mix of attainable housing (2.1);*
- *Enhance community safety and well-being (2.2); and*
- *Enhance communication and transportation networks to better connect people and move goods more effectively (3.3).*

The Strategic Plan priorities helped reinforce and guide the AT and TMP recommendations.

### 3.3 DURHAM TRANSPORTATION MASTER PLAN (2017)

The Durham Transportation Master Plan (DTMP) is a strategic planning document that defines the policies, programs, and infrastructure modifications needed to manage anticipated transportation demands to the year 2031 and beyond, and to support the development pattern designated in the Regional Official Plan. The DTMP is a multi-modal plan focusing on all modes of transportation, including walking, cycling, public transit, autos, and goods movement.

The DTMP outlines the following seven key directions, which serve as the framework for the plan's policies, strategies, and actions:

- *Strengthen the bond between land use and transportation;*
- *Elevate the role of integrated public transit including Rapid Transit;*
- *Make walking and cycling more practical and attractive;*
- *Optimize road infrastructure and operation;*
- *Promote sustainable travel choices;*
- *Improve goods movement to support economic development; and*
- *Invest strategically in the transportation system.*



Successful implementation of the DTMP will ultimately depend on the co-operation and active participation of many stakeholders, including area municipalities. For this reason, the above directions were reflected in the AT and TMP as they apply, particularly those related to active transportation and transit. As the Region develops and implements the policies outlined in the DTMP, the Township should support and work in conjunction with the Region to ensure the transportation goals are met.

## 3.4 DURHAM REGIONAL CYCLING PLAN (2012)

The Regional Cycling Plan defines the region-wide cycling network and implementation strategy, including network phasing, costs, funding strategies, and principles for reducing the Region's exposure to risks and liabilities. Three elements (i.e., Primary Cycling Network, Regional Trail System, and Secondary Cycling Network) collectively form the broader regional cycling network. These elements are planned to be connected and provide routes for a variety of users and trip types.

The region-wide Primary Cycling Network (PCN) denoted in the plan links major centres and destinations and support longer trips between communities along Regional and local roads. The PCN includes roads under both Regional and area municipal jurisdiction.

The PCN informed and influenced the Township's Secondary Cycling Network developed as part of the AT and TMP, serving as the spines of the plan.

The Region is currently updating its cycling plan. The new plan is scheduled to be completed in Spring 2021.

## 3.5 DURHAM VISION ZERO – STRATEGIC ROAD AND SAFETY ACTION PLAN (2018)

The Region has developed a Strategic Road Safety Action Plan (SRSAP), which incorporates Vision Zero, to reduce the number and severity of motor vehicle collisions in the Region. The plan is structured to coordinate a diverse set of stakeholders in engineering, enforcement, and education realms, encourage the sharing of resources, and provide the necessary oversight to ensure the integrated SRSAP is embedded within the culture of all those managing aspects of transportation in the Region.

Building on the principles of Vision Zero, the SRSAP vision of *zero people killed or injured across all modes of transportation* begins with an initial goal of a 10% reduction of fatal and injury collisions within five years (2019-2023). Through data analysis and public consultation, the Region has established the following eight types or groups of collisions as its initial emphasis areas to focus resources on countermeasures:



- Intersections;
- Aggressive Driving;
- Distracted Driving;
- Young Drivers;
- Pedestrians;
- Impaired Driving;
- Cyclists; and
- Commercial Vehicles.

The principles of the SRSAP were applied in developing the AT and TMP, with the plans helping to achieve the vision and goal of the SRSAP particularly for the Pedestrians and Cyclists emphasis areas.

## 4 TOWNSHIP OF SCUGOG

### 4.1 TOWNSHIP OF SCUGOG OFFICIAL PLAN (2017 CONSOLIDATION)

The Township of Scugog Official Plan (OP) defines the intent of Township Council in the direction of growth and development in the municipality. The OP outlines goals, objectives, and policies intended to guide implementation of decisions that further establish and maintain the Township as a liveable and attractive community.

The plan establishes the basis and pattern for development within the Township to the year 2031. During this period, the Township is expected to continue to experience development pressures because of the high rate of growth that will be experienced throughout the Greater Toronto Area. In anticipation of additional wastewater capacity becoming available, the plan assumes the Township's population will reach 25,390 people by 2031.

The OP also sets out numerous policies and schedules to guide implementation of the transportation system serving the Township. *Section 8 – Transportation and Infrastructure* of the plan includes provisions specific to transportation with an emphasis on the active transportation, road, and transit networks. **Attachment A** provides an excerpt of the relevant policies from Section 8.

The OP serves as the foundation for the AT and TMP, providing the basis for future growth forecasts, development patterns, and transportation system development. The



plans build on the policies and schedules contained in the OP but also include recommendations to revise the OP in response to the directions it sets out.

## 4.2 TOWNSHIP OF SCUGOG STRATEGIC PLAN (2019)

The Township of Scugog Strategic Plan is a guiding document that outlines the planned projects, initiatives, and advocacy work of the municipality and Council. The plan reflects the goals and priorities of the community and outlines the framework and steps that will be undertaken over the 2019-2022 term of Council to realize the Township's vision of *"a progressive, complete and sustainable community, respecting our history and enhancing our natural environment."*

The Strategic Plan sets out the following seven strategic directions:

- *Roads and Municipal Infrastructure – Leverage and improve transportation, infrastructure and facilities;*
- *Financial Sustainability – Improve financial sustainability, through innovative funding and delivery of services;*
- *Economic Development and Tourism – Create, grow and attract employment opportunities;*
- *Municipal Services – Provide services that are efficient and effective;*
- *Natural Environment – Protect and enhance our natural environment;*
- *Community Engagement – Encourage the involvement of all Scugog residents in sustaining and enhancing the quality of life in our community; and*
- *Complete Community – Enhance our communities to be inclusive, healthy and connected.*

Completing the Transportation Master Plan and Active Transportation Plan are primary actions of the plan, which also includes several other initiatives and directions that guided development of the AT and TMP.

## 4.3 TOWNSHIP OF SCUGOG DEVELOPMENT CHARGES BACKGROUND STUDY (2019)

The Township of Scugog 2019 Development Charges (DC) Background Study presents the results of the review completed to determine development-related infrastructure needs based on residential and non-residential growth forecast to the year 2031 and apportion the cost of the growth-related infrastructure to the planned growth. The study provides the basis for the Township's DC by-law and the rates levied by the municipality on new development in Scugog.



The development forecasts and the Township Engineering Capital Works program prepared for the 2019 DC Background Study informed the AT and TMP, providing the basis for the road strategy of the plans.

#### 4.4 TOWNSHIP OF SCUGOG PARKS, RECREATION AND CULTURE STRATEGIC MASTER PLAN (2018)

The Township of Scugog Parks, Recreation, and Culture Strategic Master Plan is a municipal guiding document that provides a long-term vision, as well as goals and objectives for the provision of facilities and services relating to parks, recreation, and culture over the next decade. The plan is aligned with the Town's overarching Strategic Plan and is supported by the four following goals:

- *Make parks, recreation and culture accessible to all;*
- *Promote health, wellness and active living through a variety of opportunities;*
- *Fiscally sustainable facilities renewal and investment; and*
- *Support, promote and partner for access to facilities and programs.*

Of relevance to the AT and TMP, the Master Plan provides guidance regarding the trail network within the Township. The plan recommends working with trail partners to develop a Trail Strategy to address important gaps in the existing system. This work should link in with the AT and TMP and be done through an iterative community and stakeholder engagement process. As part of this strategy, the plan recommends developing a trails hierarchy within which new and existing trails can be identified and planned.

The plan also recommends continuing to work with the Region to enhance Regional cycling tourism routes and develop the Primary Cycling Network within Scugog, specifically the North Oshawa to Scugog Connection.

#### 4.5 LAKE SCUGOG ENVIRONMENTAL MANAGEMENT PLAN (2010)

The Township and Kawartha Conservation initiated the Lake Scugog Environmental Management Plan (LSEMP) (with funding support from Durham Region and the City of Kawartha Lakes) to identify phosphorus and nitrogen sources, determine the amounts entering Lake Scugog, and recommend specific measures to effectively address the accelerated aging process of the lake. The primary goal of the LSEMP is to ensure the long-term environmental and social sustainability of Lake Scugog and its resources by achieving the following objectives:

- *Protect and improve water quality in the lake and its tributaries;*



- *Maintain healthy aquatic and terrestrial ecosystems within the watershed;*
- *Improve the aesthetic values of the lake and enhance opportunities for public enjoyment within the lake's natural surroundings;*
- *Foster community understanding of the lake and an appreciation of the lake's natural and historic heritage;*
- *Promote environmentally sustainable use of the lake; and*
- *Maintain ongoing monitoring and research.*

The LSEMP includes a comprehensive set of recommendations and a detailed Implementation Plan to provide an overall stewardship strategy for the lake for the next 10 years. The actions are designed to cover all aspects of human activities and are grouped under six strategies including watershed planning, regulation and enforcement, communication and education, stewardship, agricultural land use, urban land use, and monitoring and scientific studies. These actions were considered in developing the AT and TMP.

## 4.6 LAKE SCUGOG ENHANCEMENT CLASS ENVIRONMENTAL ASSESSMENT (2018)

The Lake Scugog Enhancement Project (LSEP) is an environmental improvement and dredging project for Port Perry Bay that benefits the whole lake. The range of benefits is broad, including environmental, social, economic, tourism, and recreation. The Township voluntarily elevated the project to a Schedule B Municipal Class Environmental Assessment given its high visibility and local community interest.

The study documents seven alternative solutions, the comparative evaluation, and criteria to determine the recommended solution. The preferred solution involves dredging an area of the lake and using the materials to create a larger engineered wetland and berm at Baagwating outlet. Construction of the project is anticipated to start in fall of 2020 and be completed by summer 2022. The AT and TMP took this into consideration in the development of the active transportation plans near Lake Scugog.



# ATTACHMENT A

## EXCERPTS FROM TOWNSHIP OF SCUGOG OFFICIAL PLAN