



The Regional Municipality of Durham

COUNCIL INFORMATION PACKAGE

July 19, 2019

Information Reports

- [2019-INFO-50](#) Commissioner of Works and Commissioner of Corporate Services – Automated Speed Enforcement – Update #2
- [2019-INFO-51](#) Commissioner of Finance – Passing of Bill 108, *More Homes, More Choice Act, 2019*

Early Release Reports

There are No Early Release Reports

Staff Correspondence

1. [Corporate Communications Office 2018 Year in Review](#) – summarizing communications related statistics and information for 2018

Durham Municipalities Correspondence

1. [Municipality of Clarington](#) – re: Resolution passed at their Council meeting held on July 2, 2019, endorsing the resolution from the Town of Whitby regarding the Elimination of Hwy. 412 and Hwy. 418 Tolls and Release of Employment Lands
2. [City of Oshawa](#) – re: Resolution passed at their Council meeting held on June 24, 2019 regarding City Comments on the Region of Durham's Climate Change & Sustainability Discussion Paper for Envision Durham

Other Municipalities Correspondence/Resolutions

1. [City of Belleville](#) – re: Resolution passed at their Council meeting held on June 25, 2019, regarding the International Joint Commission Plan 2014
2. [Huron County](#) – re: Resolution passed at their Council meeting held on June 19, 2019, regarding the combined OGRA/ROMA Conference
3. [Township of Prince](#) – re: Resolution passed at their Council meeting held on July 9, 2019, regarding the re-establishment of a joint OGRA/ROMA Conference

4. [Town of Henderson](#) – re: Resolution passed at their Council meeting held on July 10, 2019, opposing the International Joint Commission Plan 2014 and Recommending Revoking and Reworking Plan to Reduce Likelihood of Flooding
5. [Village of Oil Springs](#) – re: Resolution passed at their Council meeting held on July 9, 2019, regarding Support for Warwick in requesting stronger enforcement of existing laws to ensure the safety of Ontario’s farm families, employees and animals
6. [Town of Plympton-Wyoming](#) – re: Resolution passed at their Council meeting held on July 10, 2019, regarding Enforcement for Safety on Family Farms
7. [City of Hamilton](#) – re: City of Hamilton’s Board of Health Endorsement of Correspondence from Region of Durham to the Premier of Ontario, regarding Cannabis Use in Public Places

Miscellaneous Correspondence

There is no Miscellaneous Correspondence

Advisory Committee Minutes

1. Durham Active Transportation Committee (DATC) minutes – [June 13, 2019](#)

Members of Council – Please advise the Regional Clerk at clerks@durham.ca, if you wish to pull an item from this CIP and include on the next regular agenda of the appropriate Standing Committee. Items will be added to the agenda if the Regional Clerk is advised by Wednesday noon the week prior to the meeting, otherwise the item will be included on the agenda for the next regularly scheduled meeting of the applicable Committee.

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If you require this information in an accessible format, please contact 1-800-372-1102 ext. 3540.



The Regional Municipality of Durham Information Report

From: Commissioner of Works and Commissioner of Corporate Services
Report: [#2019-INFO-50](#)
Date: July 19, 2019

Subject:

Automated Speed Enforcement – Update #2

Recommendation:

Receive for information.

Report:

1. Background and Purpose

1.1 On April 24, 2019, Regional Municipality of Durham (Region) Council endorsed a Vision Zero approach to Road Safety in the Region. In support of this Vision, Regional Council also endorsed a Strategic Road Safety Action Plan (SRSAP) goal of a minimum 10 per cent reduction in severe (e.g. fatal and injury) collisions over the 2019 to 2023 period. As one of the measures to counter aggressive driving, the SRSAP proposed the potential implementation of automated enforcement technologies including Automated Speed Enforcement (ASE) and Red Light Cameras (RLC). The purpose of this report is to provide an update on the current status of ASE implementation. A recommendation report on RLC is forthcoming to Regional Council in early fall of 2019.

2. Automated Speed Enforcement – Current Status

2.1 On May 30, 2017, the Legislative Assembly of Ontario passed Bill 65, Safer School Zones Act, which amended the Highway Traffic Act (HTA) to authorize the use of ASE technology on municipal roads in school zones and community safety zones on roadways with posted speed limits less than 80 kilometres per hour. Attachment #1 identifies the current location of three designated school zones and 19 community safety zones along Regional roads.

- 2.2 On March 2, 2018, through Report #2018-INFO-32, staff had provided a brief overview of the ASE technology, a preliminary look-ahead schedule for its implementation and expected safety benefits. This information report provides a second update on this matter.
- 2.3 Staff from the Works, Corporate Services and Finance Departments continue to participate in an inter-municipal working group that was initiated by the Ontario Traffic Council (OTC) in an effort to establish common participating principles for ASE across the Province. Work undertaken by this group will provide input and shape regulation that the Province must enact and proclaim before any charges for speed violations can be laid.
- 2.4 Based on the current forecast, it is expected that ASE systems will be operational in the Province in select locations by December 2019. Some jurisdictions may proceed before that date by issuing warning letters to any offenders. Working towards this timeline and with the participation of the inter-municipal working group, City of Toronto Request for Proposal (RFP) #9148-19-0048 for the provision of ASE Services was issued on April 18, 2019. The RFP closed on June 13, 2019, and the vendor evaluation process is in progress. The award of this RFP is a crucial step as the product selected is intended to be included in the regulation.
- 2.5 The City of Toronto RFP included estimated quantities for other Ontario municipalities that had expressed interest in moving forward with implementation including the Cities of Toronto, Mississauga, Burlington, Ottawa, London, Brampton, and Hamilton, the Regional Municipalities of Peel, Waterloo, and Durham, Oxford County, the Town of Ajax and the Township of Uxbridge.
- 2.6 The Provincial Offences Court system in the Region is operating at nearly full capacity and the initiation of the ASE program will result in additional charges being administered through the Provincial court system. To support the administration of the new ASE charges, the Province will need to appoint additional judicial resources. The appointment of judicial resources is outside the Region's control.

- 2.7 On behalf all participating municipalities, the OTC has recently requested that the Minister of Transportation consider amendments to the HTA that would expand the current permitted uses of Administrative Monetary Penalties for vehicle-based infractions such as ASE and RLCs. This proposed change would significantly reduce the expected demand on an already over burdened provincial offences court system.

3. Financial Impacts

- 3.1 The cost to implement ASE in the Region is not currently known. The ongoing City of Toronto RFP will determine per unit vendor costs for implementation. Additional costs for ASE implementation will include court processing costs, City of Toronto joint processing costs and Ministry of Transportation costs associated with accessing the Province's vehicle ownership database.
- 3.2 Although costs are currently unknown, the Works Department has proposed a potential allowance of \$250,000 in the preliminary 2020 operating budget in anticipation of an initial roll-out of ASE technology within the calendar year.

4. Conclusion

- 4.1 Regional staff continue to work with the Ontario Ministry of Transportation, the City of Toronto and other municipalities to facilitate implementation of ASE in the Province of Ontario.
- 4.2 Based on the current forecast, it is anticipated that ASE implementation in school zones and community safety zones along Regional roads could occur in early 2020, subject to Regional Council approval and executed legal agreements with the vendor, the City of Toronto and the Ontario Ministry of Transportation.
- 4.3 For additional information, contact: Steve Kemp, Manager, Traffic Engineering and Operations, at 905-666-8116, extension 4701.

5. Attachments

Attachment #1A: School Zones and Community Safety Zones in Southern Durham Region Municipalities

Attachment #1B: School Zones and Community Safety Zones in Northern Durham Region Townships

Respectfully submitted,

Original signed by John Presta for:

S. Siopis, P.Eng.
Commissioner of Works



Original signed by:







D. Beaton, B.Com., M.P.A.
Commissioner of Corporate Services

School Zones		
#	School Name	Regional Road #
2	Elizabeth B Phin Public School - Pickering	27
3	St. Issac Jogues Catholic School - Pickering	37

Community Safety Zones		
#	Area Name	Regional Road #
4	St. Mary High School - Pickering	38
5	Claremont Public School - Pickering	5
6	Ajax High School - Ajax	22
7	Sinclair Secondary School - Whitby	4
8	Anderson Collegiate Vocational Institute - Whitby	36
9	Paul Dwyer High School - Oshawa	28
10	Adelaide McLaughlin Public School - Oshawa	53
11	St. Stephen's United Church - Oshawa	2
12	UOIT/Durham College - Oshawa	2
13	SJ Phillips Public School - Oshawa	2
14	Beau Valley Public School - Oshawa	16
15	Vincent Massey Public School - Oshawa	33
16	Eastdale Collegiate Vocational Institute - Oshawa	58
17	Courtice Downtown - Clarington	Regional Highway 2
18	Bowmanville High School - Clarington	14

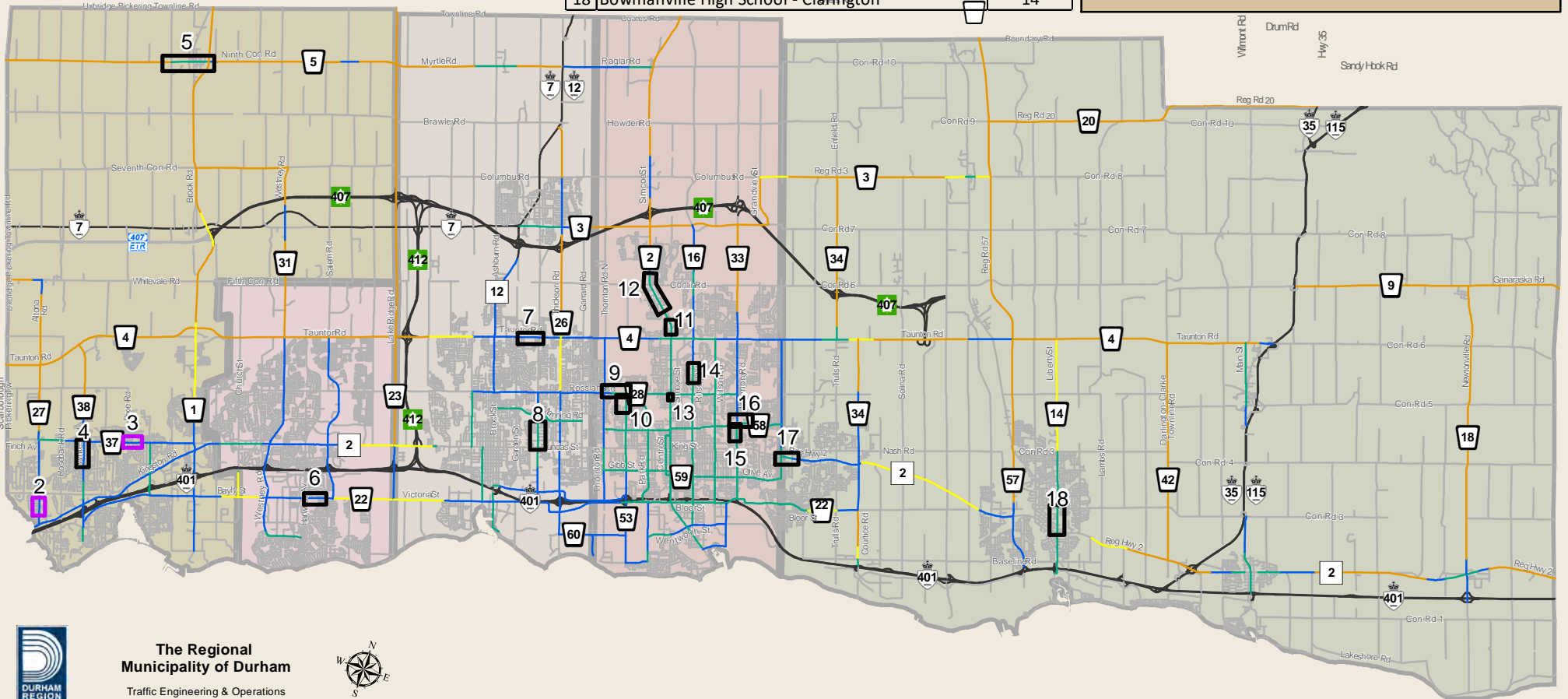
**Attachment #1A to Report #2019-INFO-50:
School Zones and Community Safety Zones in Southern
Durham Region Municipalities**

-  School Area (50 km/hr while signals flashing)
-  Community Safety Zone

-  Provincial
-  MTO Highway
-  Regional
-  Municipal Road Network
-  Regional Highway
-  Toll

Posted Speed (km/h)

-  50
-  70
-  60
-  80

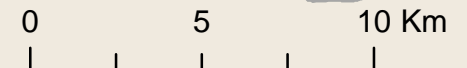


**The Regional
Municipality of Durham**

Traffic Engineering & Operations



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**Attachment #1B to Report #2019-INFO-50:
School Zones and Community Safety Zones in
Northern Durham Region Townships**

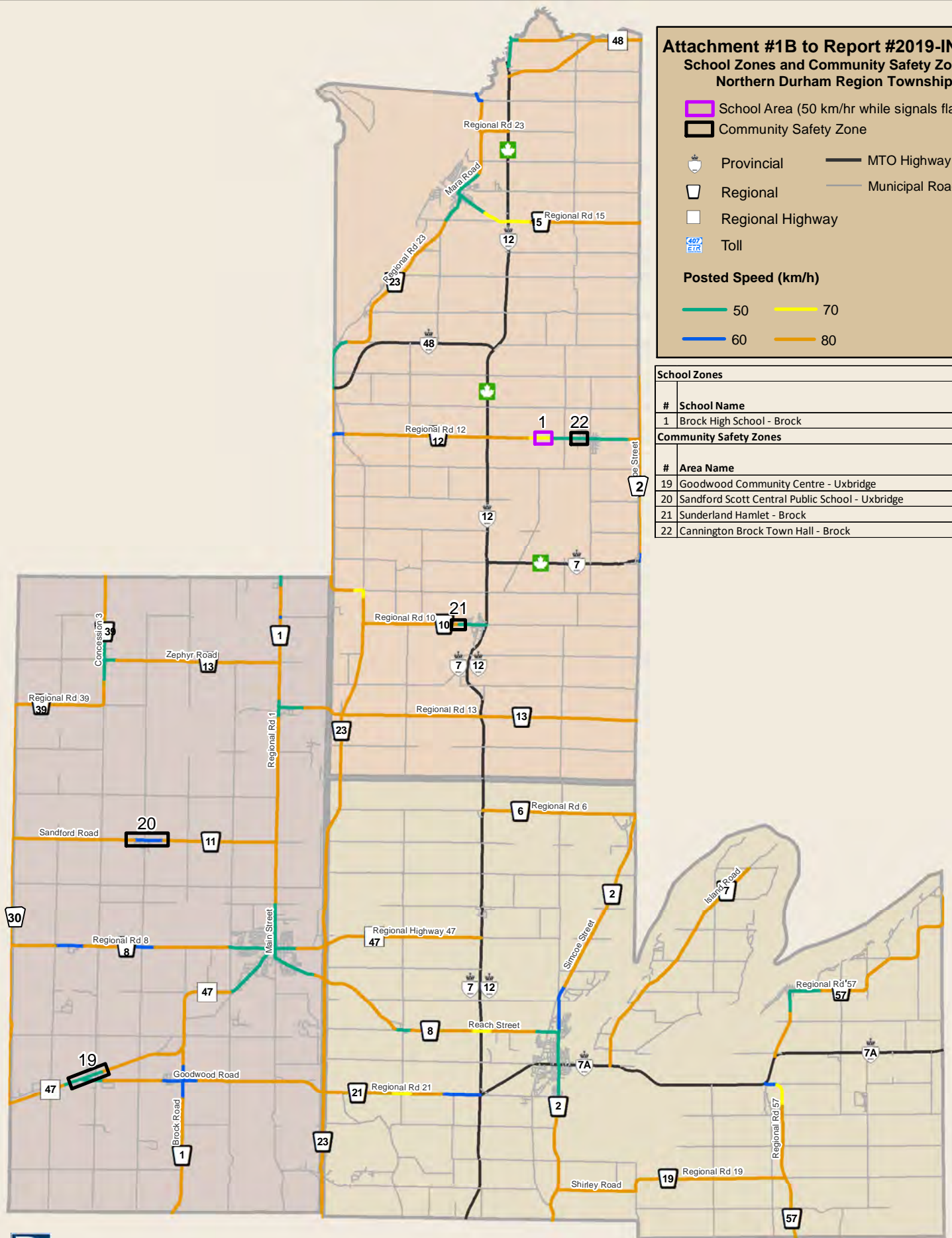
- School Area (50 km/hr while signals flashing)
- Community Safety Zone
- Provincial
- Regional
- Regional Highway
- Toll
- MTO Highway
- Municipal Road Network

Posted Speed (km/h)

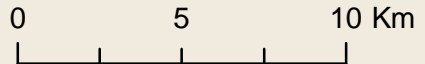
- 50
- 70
- 60
- 80

School Zones		
#	School Name	Regional Road #
1	Brock High School - Brock	12

Community Safety Zones		
#	Area Name	Regional Road #
19	Goodwood Community Centre - Uxbridge	47
20	Sandford Scott Central Public School - Uxbridge	11
21	Sunderland Hamlet - Brock	10
22	Cannington Brock Town Hall - Brock	12



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The Regional Municipality of Durham Information Report

From: Commissioner of Finance
Report: [#2019-INFO-51](#)
Date: July 19, 2019

Subject:

Passing of Bill 108 *More Homes, More Choice Act, 2019*

Recommendation:

Receive for information

Report:

1. Purpose

1.1 The purpose of this report is to advise Council of the passing of Bill 108 *More Homes, More Choice Act, 2019* and the release of proposed regulations related to changes to the Development Charges Act, 1997 (DCA) and Planning Act related to the Community Benefits Charge. The following provides an analysis of the potential impacts on Regional Development Charges (DC).

2. Background

2.1 Bill 108, *More Homes, More Choice Act, 2019*, received Royal Assent on June 6, 2019 and the Province released two proposed regulations on June 21, 2019 (ERO #019-0184 and # 019-0183) which is intended to make a number of changes to the DCA, that will impact the:

- a. amount of development charges collected;
- b. collection of development charges (timing and process); and
- c. the number of services eligible for development charge funding.

2.2 The following chart provides a summary of the changes and staff comments. Further details are provided in Section 3. The detailed regulations are expected to be released this fall, which will provide additional detail needed to complete a more fulsome analysis. Most of the following changes discussed are not yet in force as they are awaiting proclamation.

Issue	Change
Waste Diversion Services	<ul style="list-style-type: none"> • Removal of 10 per cent statutory reduction
Ambulance Services	<ul style="list-style-type: none"> • Added back in as an eligible service from draft bill; and • Removal of 10 per cent statutory exemption
Exemption of Secondary Suites	<ul style="list-style-type: none"> • Extends exemption to new residential units (current DCA applies exemption to existing homes) • Extends exemption to secondary units <u>detached</u> from the existing or new home • Durham's by-law already exempts secondary units detached from the existing home (Regional DC By-law does not address new homes)
<p>Removal of Soft services from the DCA</p> <ul style="list-style-type: none"> • Long term care • Health and Social Services • Housing Services • Development Related Studies 	<ul style="list-style-type: none"> • Impose a community benefits charge under the Planning Act • Legislative provisions for Community Benefits Charge would come into force on January 1, 2020 and municipalities must transition to this regime by January 1, 2021 • Certain development types <u>exempt</u> from paying this charge – long term care, retirement homes, universities/colleges, memorial homes, clubhouses or athletic grounds of the Royal Canadian Legion, hospices and non-profit housing • Current regulation states that capital infrastructure for a Community Benefits Charge could include libraries, parkland, daycare facilities and recreation facilities • Cannot impose a Community Benefits Charge for certain services currently ineligible under the DCA – tourism, cultural or entertainment facilities, hospitals, headquarters etc. • Amount of the Community Benefits Charge is to be limited to an amount that shall not exceed an amount equal to the prescribed percentage of the value of the land – percentage and attribution of maximum charge between upper and lower tier municipalities not yet prescribed • Significant concerns with the administration of imposing the charge based on the valuation of land at the time of building permit and dispute mechanism
Collection of Development Charges	<ul style="list-style-type: none"> • DCs for rental housing, institutional (which includes retirement homes), commercial (office buildings and shopping centres) and industrial developments will be paid over five years in equal installments, commencing the earlier of date of issuance of an occupancy permit or occupancy of the building (i.e. six annual installments) • DCs for not-for-profit housing developments will be

	<p>paid over twenty years in equal installments, commencing the earlier of date of issuance of an occupancy permit or occupancy of the building (i.e. twenty one annual installments)</p> <ul style="list-style-type: none"> • Municipality can charge interest – Province not prescribing a maximum interest rate • Reduced cash flow – mainly related to non-residential sector • Reduced cash flow for residential DCs – rental housing, retirement homes and affordable housing • Proposed Regulation defines commercial as office buildings and shopping centres as defined under the Assessment Act • Significant concerns with administrative tasks <ul style="list-style-type: none"> ○ Tracking anniversary dates and payments ○ Change of use ○ Non-payment
Freezing of Development Charges	<ul style="list-style-type: none"> • DC rates locked in on the date of application for an approval of development in a site plan control area; or • The date an application for an amendment to a by-law passed under Section 34 of the Planning Act • DC rates frozen until two years from the date the site plan application or zoning application is approved • Municipality can impose interest charges from the date the applicable application is received to the date the DC is payable • Not prescribing a maximum interest rate • Significant concerns with administrative tasks: <ul style="list-style-type: none"> ○ Tracking applicable charges and payments (in combination with item above) ○ Change in application between planning approval and building permit issuance/ occupancy

3. Potential Impacts on Regional Development Charges

3.1 Waste Diversion Services

- Under the current DCA, waste diversion is an eligible service (not including landfill sites and services or incineration facilities and services) and the capital costs must be reduced by 10 per cent when calculating development charges. Bill 108 eliminates the 10 per cent reduction.
- **Financial Implications:** Elimination of the 10 per cent reduction for waste diversion services will allow for greater cost recovery of growth-related capital costs for waste diversion. The Region does not currently have a development

charge for waste diversion services. Staff will be seeking direction from Regional Council to explore the opportunities for a waste diversion service development charge, which is anticipated to include the cost of an anaerobic digestion facility. It is expected that a portion of the cost of an anaerobic digestion facility should be eligible for development charge funding.

3.2 Ambulance Services

- At first reading of Bill 108, ambulance services was not an eligible development charge service. However, Bill 108 as proclaimed included ambulance services as an eligible service for development charge funding and the 10 per cent statutory reduction has been removed.
- **Financial Implications:** The removal of the 10 per cent statutory reduction for ambulance services will allow for greater cost recovery. Based on the 2018 Regional Development Charge Study, the statutory 10 per cent reduction was \$1.5 million. When this change to the DCA is in force, an amendment to the Regional DC by-law will be required to remove the 10 per cent reduction, which involves the release of a DC Background Study, a public meeting and consultation with stakeholders.

3.3 Exemption of Secondary Suites

- Under the current DCA, the construction of up to two secondary suites within existing homes are exempt from development charges. The amendments under Bill 108 extend this exemption to additional dwelling units ancillary (i.e. detached) to existing homes, as well as to additional dwelling units within or ancillary to new homes, for single detached, semi-detached and row dwellings. The intent is to promote affordable housing and rental housing. Durham's 2018 Development Charge By-law approved by Regional Council voluntarily broadened the exemptions for secondary suites to include units not attached to the primary residence, but on the same site to encourage innovative affordable housing as suggested in the Affordable and Seniors' Housing Task Force recommendations.
- **Financial Implications:** There is not expected to be an impact from this change as the Region's DC by-law currently provides exemptions for secondary units detached from the existing units and it has been the Region's experience that DCs on secondary units for new homes are not collected. Developers typically retain a building permit for a new home and the permit for the secondary unit is pulled at a later date, avoiding the imposition of DCs. An amendment to the Regional DC by-law will be required to address this change.

3.4 Removal of Soft Services from the DCA

- Bill 108 intends to remove the "soft" services from the DCA and allow

municipalities to impose a Community Benefits Charge under the Planning Act. Soft services have historically referenced the DCA charges which are subject to the 10% statutory deduction. For Durham Region, it will mean that four services will no longer be DC eligible. The three services are shown below with the estimated DC revenue (nearly \$40.0 million) to be collected over the next 10 years based on the 2018 Regional DC Study:

- a. Long term care (\$1.5 million related to outstanding debt);
 - b. Health and social services (\$9.5 million); and
 - c. Housing services (\$28.1 million).
- The Province has sent a letter to municipalities advising that they are procuring expert advice to ensure a successful roll out of the Community Benefits Charges framework. The Province has indicated that the Community Benefits Charge will replace the revenue that municipalities would have recovered from DCs.
 - In the proposed regulation (#019-0184), it states that the new Community Benefits Charges will come into force on January 1, 2020 and municipalities must transition to this new regime by January 1, 2021 (#019-0183). After this date, municipalities would no longer be able to collect development charges for the soft services.
 - The proposed regulation states that the following types of development will be exempt from paying the Community Benefits Charge:
 - a. Long-term care homes;
 - b. Retirement homes;
 - c. Universities and colleges;
 - d. Memorial homes, clubhouses or athletic grounds of the Royal Canadian Legion;
 - e. Hospices; and
 - f. Non-profit housing.
 - As well, the regulation states that a municipality cannot include the following services under a Community Benefits Charge (which are the same services that are not currently eligible for DC funding):
 - a. Cultural or entertainment facilities;
 - b. Tourism facilities;
 - c. Hospitals;
 - d. Landfill sites and services;
 - e. Facilities for the thermal treatment of waste; and
 - f. Headquarters for the general administration of municipalities and local boards.
 - There will be many provisions with respect to passing a Community Benefits

Charge by-law. For example, the amount of the Community Benefits Charge is to be limited to an amount that shall not exceed an amount equal to the prescribed percentage of the value of the land on the day before the building permit is issued. The prescribed percentages and how it may be allocated between upper and lower tier municipalities are not provided by the Province at this time.

- **Financial Implications:**

- a. The services that are impacted by this change in Bill 108 reflects a relatively small percentage of Durham's overall development charge. The DC for a single detached / semi-detached unit is currently \$32,742 and the four services above account for \$576 of this amount (i.e. less than 2.0 per cent of the charge).
- b. It is not possible at this time to determine how much of the estimated \$40.0 million in revenue anticipated to be collected under the DCA regime for these soft services will be recovered under the Community Benefits Charge. There are a number of factors that could result in lower revenue collections as follows:
 - The regulation has listed several development types that will be exempt from the Community Benefits Charge, many of which do not currently pay a soft services DC. There are two types of development (i.e. retirement homes and non-profit housing) that currently pay a soft services DC and will be exempt from the Community Benefits Charge under Bill 108;
 - It is unknown if the three services in Durham Region that will no longer be DC eligible as of January 1, 2021 (i.e. long term care, housing services, and health and social services) will be eligible for a Community Benefits Charge. The current regulation states that capital infrastructure for a Community Benefits Charge could include libraries, parkland, daycare facilities and recreation facilities. It is unclear if these are just a sample of eligible services or limited to these services. Clarification should be provided in the detailed regulations;
 - For any particular development, the Community Benefits Charge could not exceed the amount determined by a formula involving the application of a prescribed percentage to the value of the land. The Province is not providing the prescribed percentage at this time. It is unknown what impact this cap will have on future revenue streams.
 - An amendment to the DC by-law will be required to address these changes.

3.5 Collection of Development Charges

- Bill 108 intends to make a significant change related to the collection of development charges. Under Bill 108:

-
- a. Development charges for rental housing, institutional (which includes retirement homes), commercial and industrial developments will be paid over five years in equal installments, commencing the earlier of date of issuance of an occupancy permit or occupancy of the building (i.e. six annual installments).
 - b. Development charges for not-for-profit housing developments will be paid over twenty years in equal installments, commencing the earlier of date of issuance of an occupancy permit or occupancy of the building (i.e. twenty one annual installments).
- The municipality may elect to charge interest on the development charges owing. The Province is not proposing to prescribe a maximum interest rate that may be charged.
 - This is a significant departure from Durham's current collection policy where 100 per cent of development charges are collected at one point in time for these types of development (i.e. generally at building permit issuance). The collection of development charges at building permit issuance ensures payment as the applicant must pay the fees in order to receive the building permit. However, there is no mechanism to ensure future payments once the building permit is issued other than having the payments added to the property and collected as taxes by the area municipality on behalf of the Region, resulting in further delay.
 - **Financial Implications:** The changes from Bill 108 related to the delayed collection of DCs will result in a reduced DC cashflow and an increase in administration / procedural costs. The timing of development charge revenue will not match the timing of infrastructure and related costs which in many cases, are invested in advance of development occurring which may result in increased upfront debt financing and may put upward pressure on the development charge quantum.
- a) The Region will experience a reduced cashflow in both residential and non-residential DCs. The following provides some context with respect to the makeup of Regional development charges collected:
- Over the past five years (2014-2018), the Region collected approximately \$414 million in development charges. Approximately 85 per cent (\$351 million) was residential DCs and the remaining 15 per cent (\$63 million) was non-residential DCs. Therefore, a substantial portion of Regional DC collections will not be impacted by this change as the impact on residential DCs is limited to affordable housing, rental housing and retirement home developments.
 - There will be an impact on the collection on non-residential DCs, specifically for the first five years. The Region collects on average, approximately \$12.0 million annually in non-residential DCs (based on the previous five years). If

the changes in Bill 108 come into force on January 1, 2021, the Region would not receive \$12.0 million in non-residential DCs in 2021 as these payments would be spread over six installments. The Region would receive approximately \$2.0 million in 2021. In 2022, the Region would collect \$2.0 million related to the second installment from 2021, plus an additional \$2.0 million related to new development in 2022. The reduced cash flow would continue for the first five years and after this point, the cash flow should stabilize to current levels (assuming similar development patterns).

- o The anticipated shortfall in DC funding for the first five years could result in the deferral of capital projects and / or an increase in debt financing. Any additional debt financing costs would be included in the DC calculation and would result in higher non-residential DCs.

- b) It is anticipated that the collection of development charges over numerous years for each individual development as required in Bill 108 will involve the introduction of administrative costs to the Region. With respect to non-residential development, the Region receives DCs from an estimated 75 separate developments each year (based on the previous five years) which will involve the tracking of anniversary dates for every development (75 developments in year 1, then an additional 75 developments in year 2, to an estimated 375 developments on an ongoing basis).

- o The Region will likely be required to send annual notices prior to the anniversary date for each development (with different anniversary dates), address non-payment of DCs by the developer / owner, deal with change of use, track change of ownership, etc. Staff will be reaching out to the local municipalities to discuss the significant changes to the collection process (which impacts both the local and Regional governments) as the local municipalities collect DCs on behalf of the Region. The additional costs related to the new administrative tasks are unknown at this time.

3.6 Freezing of Development Charges Amount Payable

- Currently, the DCs payable are calculated at time of residential subdivision agreement execution or at building permit for other forms of development.

- The proposed regulation specifies that the amount of development charges owing will be set on:
 - a. The date of an application for an approval of development in a site plan control area under subsection 41(4) of the Planning Act;
 - b. If the clause above does not apply, the DCs are set as of the date of an application for an amendment to a by-law passed under section 34 of the Planning Act;
 - c. If a) and b) do not apply, the rates are determined at building permit issuance or at subdivision agreement execution.

- The proposed regulations state that the development charge would be frozen until two years from the date the site plan application or zoning application is approved. Therefore, if a site plan application is submitted on January 1, 2021 and is approved one year later on January 1, 2022, the DC rates would be frozen until January 1, 2024 at the January 2021 rates. The proposed regulation states that municipalities can charge interest during the development charge freeze from the date the application is received to the date the development charge is payable.
- **Financial Implications:** It is anticipated that the freezing of DCs will apply to a significant portion of development applications in Durham as most non-residential developments and residential developments through a plan of subdivision are subject to either the site plan or zoning by-law amendment application processes. The time between application (when the DC rates are frozen) and building permit issuance can range from six months to two years.

The Region currently indexes DCs annually on July 1 to reflect inflationary increases (the annual indexing has been approximately 3.2 per cent over the last five years). The indexing will not apply to the portion of DCs that are frozen which will result in a development charge shortfall. However, if municipalities can impose interest on the DCs that are frozen (as indicated in the proposed regulation), this should replace some of the lost revenue due to the foregone indexing.

A more substantial risk to DC revenue is related to the renewal of a DC by-law. The renewal of Durham's DC by-laws often result in significant increases in the water, sewer and roads DC quantum. This is generally due to higher construction costs, in excess of the annual indexing as the annual indexing does not necessarily reflect actual capital cost increases. The renewal of DC by-laws resulting in higher DCs provides the necessary funding to advance the infrastructure needed to accommodate future development. Allowing the freezing of DCs to avoid the DC increases related to a by-law renewal will result in a DC shortfall. The potential impacts are as follows:

- The deferral of capital needed to support future development;
- An increase in debt financing which will result in higher DCs; and
- Potentially more frequent renewals of the DC By-laws (i.e. less than the mandatory five year time period) to reflect revenue shortfall resulting from the freezing of DCs (assuming the shortfall can be included in subsequent DC by-laws, which is unknown at this time).

3.7 An unintended consequence of this amendment is that developers may focus efforts on getting to the rezoning / site plan application stage to lock in the DC rates. With the DC rates frozen, there is less incentive to proceed to development and may delay the timing of construction which is contrary to the intent of the legislation to increase housing supply in Ontario.

4. Transition

- 4.1 Based on the information to date, Durham can continue collecting DCs under the provisions of the existing DC by-laws. The changes discussed in this report (i.e. removal of 10 per cent reduction, freezing of DCs, payment of DCs in installment, removal of soft services from the DCA) are not yet in force.
- 4.2 The one date that is provided in the proposed regulations is that as of January 1, 2021, municipalities cannot collect DCs for soft services which means the Region will not be allowed to collect DCs for long term care, housing services, health and social services and development related studies after that date. Municipalities will instead be allowed to impose a Community Benefits Charge under the Planning Act for certain services, commencing January 1, 2020. It is not yet clear if the Region will be able to impose a community benefits for the three services that will be ineligible under the DCA as of January 1, 2021.
- 4.3 It is anticipated that the detailed regulations will be released this fall and they will provide additional information regarding the Community Benefits Charge and the timing when the changes in Bill 108 will be in effect.
- 4.4 Once the changes identified in Bill 108 are proclaimed, the new rules will be in force, even if the Region's DC By-laws include different provisions. Staff will amend the current DC by-laws to reflect changes in Bill 108, anticipated to commence in late 2019 or 2020.

5. Conclusion

- 5.1 Bill 108 and the proposed regulations will have significant impacts on the collection of DCs (i.e. amount and process for collection) by the Region and local municipalities. Staff will continue to update Council as more information becomes available through the release of detailed regulations, anticipated this fall. This report has focused on the upper tier impacts. Additional impacts of the Community Benefits Charge are likely to be encountered at the local level.
- 5.2 The Inter-department DC working group will continue to analyze information and undertake the necessary work as further information becomes available.
- 5.3 This report has been prepared with assistance of the Works, Legal and the Planning and Economic Development Departments.

Respectfully submitted,

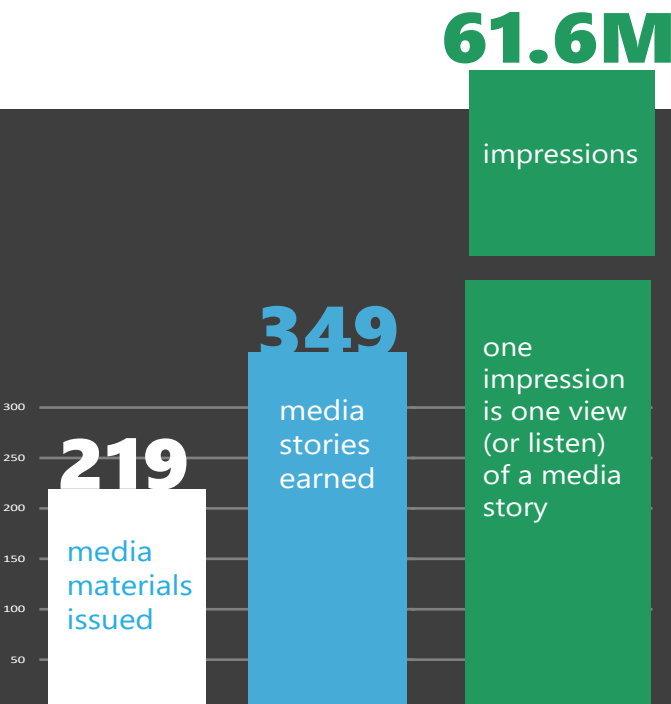
Original Signed by Nancy Taylor

Nancy Taylor, BBA, CPA, CA
Commissioner of Finance



Corporate Communications Office

2018 YEAR IN REVIEW



MEDIA COVERAGE



48% included a link to durham.ca*



31% included a spokesperson*



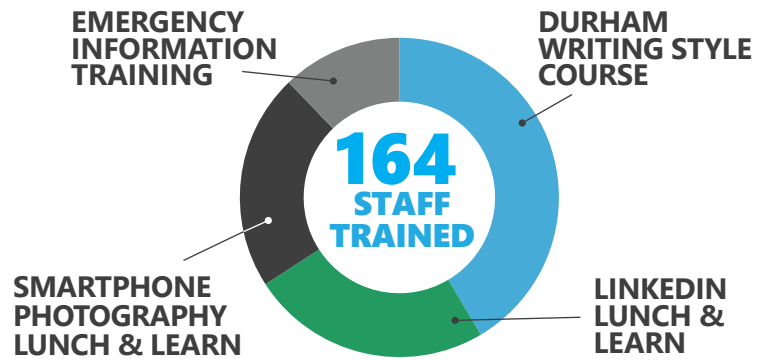
59% included an image*

* September to December

PARTNERSHIPS



INTERNAL



KEEPING STAFF INFORMED



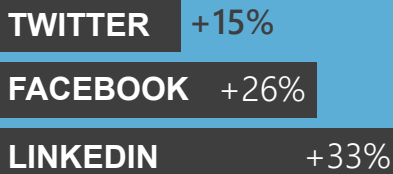
66 internal newsletter editions produced

- Corporate e-newsletter
- In The Works
- Commissioner's Corner
- CAO Connection

DIGITAL INSIGHTS

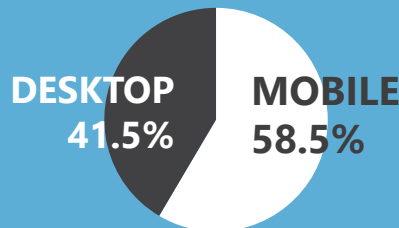
SOCIAL MEDIA

Year-over-year follower growth



DURHAM.CA VISITS

4.85 million external page views



ENGAGEMENTS

Twitter, Facebook and LinkedIn

101,923 Comments, questions, reactions, shares



We are your Corporate Communications team.

Our mission is to collaborate with staff, stakeholders and partners to build trust, knowledge and engagement in the delivery of Regional programs and services.

We're here to help: CorporateCommunications@durham.ca

Clarington

If this information is required in an alternate format, please contact the Accessibility Coordinator at 905-623-3379 ext. 2131

July 11, 2019

Honourable Caroline Mulroney
Minister of Transportation and Minister of Francophone Affairs
Via E-mail: caroline.mulroney@pc.ola.org

Dear Honourable Caroline Mulroney:

Re: Kevin Narraway, Manager of Legislative Services/Deputy Clerk, Town of Whitby – Elimination of 412 and 418 Tolls and Release of Employment Lands
File Number: PG.25.06

At a meeting held on July 2, 2019, the Council of the Municipality of Clarington approved the following Resolution #C-258-19:

That the following Resolution from the Town of Whitby be endorsed by the Municipality of Clarington:

Whereas the Council of the Town of Whitby has on numerous previous occasions requested that the tolls on Highway 412 be eliminated and the employment lands abutting Highways 412 and 407 be released; and,

Whereas a new Minister of Transportation and Minister of Economic Development, Job Creation and Trade have been appointed;

Now Therefore be it Resolved:

1. That Council reaffirms its previous request that:

- a. The Ministry of Transportation expeditiously identify, declare surplus, and release designated employment lands that were not required for the construction of Highways 412 and 407; and,
- b. That the Province eliminate the tolls on Highway 412 which are a distinct disadvantage and disincentive to Durham Region to efficiently move goods, services and people and to attract and retain prestige industrial and office investments and value added jobs for the employment lands abutting the provincial

C.S. - LEGISLATIVE SERVICES

Original

To: CIP

Copy Chair Henry ✓

To: CAO ✓

J. Prota ✓

S.C.C.

Mr. A. J.

CORPORATION OF THE MUNICIPALITY OF CLARINGTON

40 TEMPERANCE STREET, BOWMANVILLE, ONTARIO L1C 3A6 905-623-3379 www.clarington.net

highway and that the request to eliminate tolls also apply to Highway 418.

2. That the Clerk be directed to forward a copy of this resolution to Durham area municipalities, all Durham Region MPPs, John Henry, Regional Chair, the Honourable Caroline Mulroney, Minister of Transportation and Minister of Francophone Affairs, and the Honourable Vic Fedeli, Minister of Economic Development, Job Creation and Trade and Chair of Cabinet.

The Council of the Municipality of Clarington also requests that the requests also apply to the Highway 418.

Yours truly,



C. Anne Greentree, B.A., CMO
Municipal Clerk

AG/sg

- c. Hon. Rod Philpits, M.P.P. Ajax
Peter Bethlenfalvy, M.P.P. Pickering Uxbridge
Lorne Coe, M.P.P. Whitby
Jennifer French, M.P.P. Oshawa
Lindsay Park, M.P.P. Durham
David Piccini, MPP
John Henry, Regional Chair, Region of Durham
Hon. Vic Fedeli, Minister of Economic Development, Job Creation and Trade and
Chair of Cabinet
All Region of Durham Municipalities



C.S. - LEGISLATION

Original
To: CIP
Copy
To: B.B ✓
C.C. S.C.C. File
Take Appr. Action

Corporate Services Department
City Clerk Services

File: A-2100
July 12, 2019

DELIVERED BY E-MAIL
(clerks@durham.ca)

Region of Durham

Re: City Comments on the Region of Durham's Climate Change & Sustainability Discussion Paper for Envision Durham

Oshawa City Council considered the above matter at its meeting of June 24, 2019 and adopted the following recommendation:

- "1. That Report DS-19-121 dated June 12, 2019, be endorsed as the City's comments on the Climate Change & Sustainability Discussion Paper prepared by the Region of Durham as part of Envision Durham, the Municipal Comprehensive Review of the Durham Regional Official Plan; and,
2. That staff be authorized to forward a copy of Report DS-19-121 dated June 12, 2019 and the related Council resolution to the Region of Durham and Durham area municipalities."

Please find attached a copy of Report DS-19-121.

If you need further assistance concerning the above matter, please contact Warren Munro, Commissioner, Development Services Department at the address listed below or by telephone at 905-436-3311.

Mary Medeiros
Interim City Clerk

The Corporation of the City of Oshawa, 50 Centre Street South, Oshawa, Ontario L1H 3Z7
Phone 905-436-3311 1-800-667-4292 Fax 905-436-5697
www.oshawa.ca

/fb

- c. Development Services Department
 - City of Pickering
 - Town of Ajax
 - Town of Whitby
 - Municipality of Clarington
 - Township of Uxbridge
 - Township of Scugog
 - Township of Brock

To:	Development Services Committee
From:	Warren Munro, HBA, RPP, Commissioner, Development Services Department
Report Number:	DS-19-121
Date of Report:	June 12, 2019
Date of Meeting:	June 17, 2019
Subject:	City Comments on the Region of Durham's Climate Change & Sustainability Discussion Paper for Envision Durham
File:	A-2200-0012

1.0 Purpose

The purpose of this report is to obtain Council's approval of City comments on the Region of Durham's Climate Change & Sustainability Discussion paper (the Discussion Paper), which is the second in a series of discussion papers to be released as part of Envision Durham, the Municipal Comprehensive Review (M.C.R.) of the Durham Regional Official Plan (D.R.O.P.).

Comments on the Discussion Paper are due by August 5, 2019.

A copy of the Discussion Paper can be found at www.durham.ca/EnvisionDurham and was previously provided to Council as part of the May 27, 2019 Development Services Committee meeting agenda.

Attachment 1 contains recommended City comments on the Discussion Paper.

Attachment 2 is a copy of OEAC-19-32, a report of the Oshawa Environmental Advisory Committee (O.E.A.C.) Climate Change & Sustainability Discussion Paper working group.

2.0 Recommendation

That the Development Services Committee recommend to City Council:

1. That Report DS-19-121 dated June 12, 2019, be endorsed as the City's comments on the Climate Change & Sustainability Discussion Paper prepared by the Region of Durham as part of Envision Durham, the Municipal Comprehensive Review of the Durham Regional Official Plan.

2. That staff be authorized to forward a copy of Report DS-19-121 dated June 12, 2019 and the related Council resolution to the Region of Durham and Durham area municipalities.

3.0 Executive Summary

On May 2, 2018, Regional Council authorized staff to proceed with Envision Durham, the Municipal Comprehensive Review of the Durham Regional Official Plan.

On February 5, 2019, the Region initiated the first stage ("Discover") of the public engagement program for Envision Durham by launching a project web page and public opinion survey.

On March 5, 2019, the Region initiated the second stage ("Discuss") of the public engagement program where participants were asked to provide input on various theme-based discussion papers, the first of which was the Agriculture and Rural System Discussion Paper. City comments on the first discussion paper were forwarded to the Region following Council's adoption of Item DS-19-77 on May 21, 2019

On May 7, 2019, the Region released the Climate Change & Sustainability Discussion Paper. The deadline to submit Comments on the Climate Change & Sustainability Discussion Paper is August 5, 2019.

This Department recommends that the comments in this report on the Climate Change & Sustainability Discussion Paper be endorsed as the City comments.

4.0 Input from Other Sources

The following have been consulted in the preparation of this report:

- City Manager
- Commissioner, Community Services

Staff provided a copy of the Discussion Paper to the Oshawa Environmental Advisory Committee (O.E.A.C.) and requested input to be considered in this Report.

On June 4, 2019 the O.E.A.C. considered OEAC-19-32 and adopted the following recommendation:

- "1. That the committee adopt the comments within the Report for submission to the Region of Durham and the City of Oshawa in response to the Climate Change and Sustainability Discussion Paper on behalf of the Oshawa Environmental Advisory Committee (O.E.A.C.); and,
2. That O.E.A.C. receive an opportunity to provide comments on all Discussion Papers within the series of Envision Durham, The Municipal Comprehensive Review of the Regional Official Plan (R.O.P.)."

The "Report" referred to in the above recommendation is "OEAC-19-32", a report of the O.E.A.C. Climate Change and Sustainability Discussion Paper working group (Attachment 2).

5.0 Analysis

5.1 Envision Durham: The Municipal Comprehensive Review of the Durham Regional Official Plan

On May 2, 2018, Regional staff received authorization to proceed with Envision Durham, the M.C.R. of the D.R.O.P. Envision Durham is an opportunity to undertake a core review of the current Regional Official Plan and establish a progressive and forward-looking planning vision for the Region up to 2041.

On February 5, 2019, the Region of Durham initiated the first stage ("Discover") of the public engagement program for Envision Durham by launching a project web page and public opinion survey. With the release of the Discussion Paper on March 5, 2019, Regional staff launched the second stage ("Discuss") of the engagement program, where participants are being asked to provide input on various themes presented through a series of Discussion Papers.

In response to the Region's request for input on the first Discussion Paper (i.e. the Agriculture and Rural System Discussion Paper), on May 21, 2019, Council considered Report DS-19-77 dated May 1, 2019 and adopted the following recommendation:

- "1. That Report DS-19-77 dated May 1, 2019, be endorsed as the City's comments on the Agriculture and Rural System Discussion Paper prepared by the Region of Durham as part of Envision Durham, the Municipal Comprehensive Review of the Durham Regional Official Plan; and,
2. That staff be authorized to forward a copy of Report DS-19-77 dated May 1, 2019 and the related Council resolution to the Region of Durham and Durham area municipalities."

On May 7, 2019 the Region released the Discussion Paper, with comments requested by August 5, 2019. Additional discussion papers will be released subsequently on the following themes:

- Growth Management, including but not limited to reports on:
 - Current state of the Regional Official Plan structure;
 - Land Needs Assessment (L.N.A.) and related technical studies (i.e. Employment Strategy, Intensification Strategy, Designated Greenfield Areas, Density Analysis, etc.); and
 - Additional feasibility studies, if required, based on the results of the L.N.A.;
- Environment and Greenlands System;

- Transportation System; and
- Housing.

Regional staff will report back to the Regional Planning and Economic Development Committee on the results of the all of the discussion papers during the next stage of the public engagement process.

5.2 Climate Change and Sustainability in Durham

In 2009, the Region commissioned an inventory of community greenhouse gas (G.H.G.) emissions using 2007 as the baseline year. The inventory showed that if no climate adaptation or mitigation measures were adopted, both energy use and G.H.G. emissions would significantly increase in Durham. As a result, Regional Council adopted three emissions-reduction targets to address climate change:

- 5% reduction by 2015
- 20% reduction by 2020
- 80% reduction by 2050

The Region also commissioned a study entitled “Durham Region’s Future Climate (2040-2049)”. The study projected the following changes to the Region’s overall climate:

- A 4 degree Celsius increase in average annual temperature;
- Substantial increases in the number of days of rain greater than 25 millimeters; and
- More extreme rainstorm events, including a 15% increase in the potential for violent storms.

Relevant topics that have implications on climate change policies today include:

- Urban built form;
- Energy infrastructure;
- Transportation; and
- Natural environment.

5.2.1 Existing Plans Addressing Climate Change and Sustainability

Durham Region has been a leader in environmental sustainability through various policies and implementation measures as described in the following subsections.

The City of Oshawa has participated in the development of Regional plans and strategies that seek to address the impacts of climate change and preserve the environment for future generations.

The following plans have been implemented or approved in principle by Regional Council.

5.2.1.1 Durham Community Climate Change Local Action Plan, 2012 (L.A.P.)

The L.A.P. seeks to work with the community to develop and advocate innovative policies, strategies and actions that address the threat of climate change. The purpose of this plan is to mitigate the effects of climate change in Durham by reducing total G.H.G. emissions.

Furthermore, it identifies 18 potential programs categorized according to the following themes:

- Built environment;
- Energy;
- Food system;
- Natural systems and resources;
- Transportation;
- Waste; and
- General.

Additional information on the L.A.P. can be found at the following link:

<https://www.durham.ca/en/living-here/resources/Documents/EnvironmentalStability/DurhamLocalActionPlan.pdf>.

5.2.1.2 Durham Community Climate Adaptation Plan, 2016 (D.C.C.A.P.)

The D.C.C.A.P.'s vision is "in the face of a changing climate, Durham Region remains a livable, resilient and prosperous community through at least mid-century". The purpose of this plan is to adapt to the changing climate in Durham by preparing for the effects of climate change (i.e. extreme weather events).

Furthermore, the D.C.C.A.P. identifies 19 proposed programs categorized according to the following themes:

- Cross-sectoral;
- Building sector;
- Electrical sector;
- Flooding sector;
- Human health sector;
- Roads sector;
- Natural environment sector; and
- Food security sector.

The D.C.C.A.P. is a sister document to the L.A.P. and the two are intended to complement each other and to work together to address both climate adaptation and mitigation strategies.

Additional information on the D.C.C.A.P. can be found at the following link:

https://www.durham.ca/en/living-here/resources/Documents/EnvironmentalStability/DCCAP_Print.pdf

On April 10, 2017, Council considered Resolution DS-17-70 and adopted the following recommendation:

- “1. That the Durham Community Climate Adaptation Plan be approved in principle and that staff be authorized to participate on working groups organized by the Region of Durham to further develop the proposed programs within the Plan and a reporting framework;
2. That the Oshawa Environmental Advisory Committee and Building Industry Liaison Team be consulted as resources, as appropriate; and,
3. That a report outlining any City Policies where this plan aligns with those policies and it be directed to the appropriate Standing Committee.”

With respect to Part 3 above, City staff note that the following City policies, manuals, and guidelines align with the Durham Community Climate Adaptation Plan:

- The safe work standards that provide guidelines on working in extreme heat conditions
- The Emergency Management Plan
- Combined heat and power at Delpark Centre
- Solar panels on certain City facilities
- Engineering standards for matters such as low impact developments, increased stormwater pond capacity, the culvert replacement program, asphalt mix to reduce heat
- Minimum heat standards in the City’s Property Standards By-law for multi-residential buildings
- Landscape design manual to require tree planting in new developments
- Numerous policies of the Oshawa Official Plan related to matters such as climate change, environmental management, stormwater management, landscape resources, the Lake Ontario Shoreline, hazard lands, flood and erosion control and the preservation of agricultural lands to promote food security

It is important to note that Oshawa staff participate in workshops and events related to the D.C.C.A.P. on an ongoing basis.

5.2.1.3 Durham Community Energy Plan (D.C.E.P.)

The purpose of developing the D.C.E.P. is to create a long-term plan to improve energy efficiency and reduce energy consumption and G.H.G. emissions in the Region. The main objective of this plan is to facilitate Durham’s transition to a clean energy economy, while simultaneously achieving multiple economic, environmental and social benefits.

Furthermore, the D.C.E.P. identifies 22 proposed measures categorized according to the following six implementation programs:

- Durham Green Standard: Enhanced energy performance for new buildings;
- Durham Deep Retrofit Program: Transforming existing buildings;
- Renewable Energy Co-operative: Stimulating local renewable energy projects;
- Electric Vehicle Joint Venture;
- Education and Outreach Program: Engaging the community; and

- Coordinating Land-use Policies: Sustainable growth.

Additional information on the D.C.E.P. can be found at the following link:
<https://www.durham.ca/en/living-here/durham-community-energy-plan.aspx>.

On March 18, 2019, Council considered Report DS-19-31 dated February 20, 2019 containing City comments on the draft D.C.E.P. and adopted the following recommendation:

“That the comments contained in Section 5.0 of Report DS-19-31 dated February 20, 2019 be endorsed as the City of Oshawa’s comments on the draft Durham Community Energy Plan; and,

That a copy of Report DS-19-31 dated February 20, 2019 and any related Council resolution be sent to the Building Industry Liaison Team which includes the Durham Chapter of the Building Industry and Land Development Association (B.I.L.D.) and the Durham Region Home Builders Association, the Region of Durham and Durham area municipalities.”

On April 24, 2019, Durham Regional Council considered Report 2019-A-18 dated April 19, 2019 and adopted the following recommendation:

“That report #2019-A-18 be endorsed to approve in principle the D.C.E.P. and that it be referred to local municipal councils and local energy utilities for their review and approval in principle;

That staff be directed to incorporate the relevant elements of the D.C.E.P. related to land-use planning into the new Regional Official Plan through Envision Durham – Municipal Comprehensive Review process; and

That staff be authorized to further develop the details of the six programs recommended in the D.C.E.P. and bring them forward for individual approval to process with implementation.”

5.3 Background on the Climate Change and Sustainability Discussion Paper

The Discussion Paper provides an overview of the trends and long-term impacts that climate change will have on Durham Region. It highlights the current policy framework in the D.R.O.P. related to climate change and sustainability, recognizes new Provincial policy requirements established since the Region’s last municipal comprehensive review, and identifies preliminary approaches and questions for discussion and feedback.

The Discussion Paper highlights trends and provincial policy requirements that will inform the D.R.O.P. review currently underway (i.e. Envision Durham). It identifies potential strategic directions and approaches to climate change adaptation and mitigation in the context of existing Regional climate change initiatives contained in the following plans:

- Durham Region’s Strategic Plan
- The L.A.P.

It also includes implementation measures identified within the following plans:

- The D.C.C.A.P.
- Keeping Our Cool: Managing Urban Heat Islands in Durham Region
- The D.C.E.P

Through Envision Durham, the Region will review its climate change and sustainability policies by:

- Exploring how climate change adaptation and mitigation may be addressed in the D.R.O.P.;
- Updating goals and objectives for these subject areas; and
- Updating definitions (and associated policies) to reflect current provincial policies.

5.4 Staff Comments

Staff comments on the Discussion Paper can be found in Attachment 1 to this Report.

6.0 Financial Implications

There are no financial implications associated with the comments in this report.

7.0 Relationship to the Oshawa Strategic Plan

The Recommendations advance the Economic Prosperity and Financial Stewardship, Social Equity and Environmental Responsibility goals of the Oshawa Strategic Plan.



Warren Munro, HBA, RPP, Commissioner,
Development Services Department

Staff Comments on Durham Region's Climate Change and Sustainability Discussion Paper

Discussion Questions Posed by Region	City of Oshawa Comments
<p>1. Are there any other areas or sectors where you have experienced the impacts of climate change first-hand?</p>	<p>The impacts of climate change are being felt across a variety of sectors, such as agriculture, forestry, public health, power generation, tourism, transportation and ecological integrity. It is important to understand how these changes will impact local communities in order to become more resilient to the changing climate.</p> <p>Staff note that in addition to the various sectors indicated in the Discussion Paper, the following areas/sectors will also experience the impacts of climate change:</p> <ul style="list-style-type: none"> ▪ Fisheries: including the loss of fish habitats and shifting migration patterns. ▪ Infrastructure: including more frequent maintenance and renewal due to more extreme weather ▪ Finance and Insurance: including rising insurance premiums due to more frequent and severe weather events.
<p>2. What is your vision for climate change adaptation and mitigation in Durham?</p>	<p>Staff note that Durham has various plans that have been implemented or approved in principle by Regional Council that seek to address the impacts of climate change. The Durham Community Climate Change Local Action Plan, 2012 (L.A.P.), the Durham Community Climate Adaptation Plan, 2016 (D.C.C.A.P.) and the Durham Community Energy Plan (D.C.E.P.) each have a specific vision and role to play with respect to climate change adaptation and/or mitigation in Durham, including:</p> <ul style="list-style-type: none"> ▪ Working with the community to address climate change; ▪ Remaining a livable, resilient and prosperous community; and ▪ Improving energy efficiency and reducing energy consumption and greenhouse gas emissions.

Discussion Questions Posed by Region	City of Oshawa Comments
	<p>In terms of the City's vision, staff note that the Environmental Responsibility goal of the Oshawa Strategic Plan seeks to protect and promote the natural environment through the following themes:</p> <ul style="list-style-type: none"> ▪ Less waste generation; ▪ Proactive environmental management; ▪ Cleaner air, land and water; and ▪ Resilient local food systems. <p>These themes should be articulated at the Regional level through the inclusion of appropriate policies in the D.R.O.P. that explicitly highlight their relationship to climate change adaptation and mitigation.</p>
<p>3. Should the additional G.H.G. reduction policies that are encouraged in the Growth Plan and Greenbelt Plan be incorporated into the Regional Official Plan? How do you think this topic should be addressed?</p>	<p>The G.H.G. reduction policies that are encouraged in the Growth Plan and the Greenbelt Plan should be incorporated into the D.R.O.P.</p> <p>The following sections of the Growth Plan encourage G.H.G reduction:</p> <ul style="list-style-type: none"> ▪ 3.2.2 (2) – Transportation, General ▪ 3.2.3 – Moving People ▪ 4.2.10 – Climate Change <p>The following section of the Greenbelt Plan encourages G.H.G. reductions:</p> <ul style="list-style-type: none"> ▪ 1.2.2 – Protected Countryside Goals <p>It would be appropriate to address this topic by making reference, when appropriate, to the related goals and objectives already contained in such documents as the L.A.P., D.C.C.A.P. and D.C.E.P.</p> <p>Certain standards, such as any requirements to exceed the standards of the Ontario Building Code are not supported.</p>
<p>4. Do you see bike lanes, transit stops, sidewalks, etc. and other infrastructure in your own</p>	<p>Oshawa's Integrated Transportation Master Plan seeks to achieve a balanced, sustainable, multi-modal transportation system. In Oshawa, active transportation elements (i.e. bike lanes, sidewalks, etc.) are well-identified, and provide an alternative to single-occupancy vehicle transportation. However, there are opportunities to enhance existing active transportation</p>

Discussion Questions Posed by Region	City of Oshawa Comments
<p>neighbourhood that provide a safe place to cycle, walk, or take transit to your destinations? Does the availability of this infrastructure impact your travel choices?</p>	<p>infrastructure through bike locking stations, Transportation Demand Management (T.D.M.), improved shelter and seating at transit stops and improved connectivity across the Region. Staff note that the availability of accessible and reliable active transportation infrastructure is key to influencing travel behaviours and reducing reliance on single-occupancy vehicles. As such, the D.R.O.P. should include policies that require a balanced approach to level-of-service measures that address all transportation modes equitably, under a “complete streets” approach.</p>
<p>5. To what extent should the Regional Official Plan have policies that support the development of alternative energy production?</p>	<p>The D.R.O.P. should support and prioritize the development of alternative energy sources, where appropriate, to move towards a more sustainable future. Staff note that section 5.1.13 (b) of Oshawa’s Official Plan states that the City shall, “support alternative, renewable energy sources and green technology in appropriate contexts”.</p>
<p>6. Do you see additional opportunities for sustainable energy development in Durham?</p>	<p>Staff note that there are additional opportunities for sustainable energy development in Durham, including district energy, new technology and pilot projects. As new energy technology becomes available, further investigation into the potential for alternative energy projects in Durham will be required. Staff further note that as new technology becomes available, it will provide opportunities for research, design and employment in the Region, as well as opportunities to collaborate with academic institutions and private sector industries.</p>
<p>7. What role should regional and area municipal planning have in regulating the siting of renewable energy projects?</p>	<p>The Region and area municipalities should maintain and protect agricultural areas (i.e. the Greenbelt and Oak Ridges Moraine), natural areas and natural heritage systems as part of considering the siting of renewable energy projects, and ensure that property owners and the public are included in the planning process. Staff note that the following factors should be considered when determining a location for renewable energy projects:</p> <ul style="list-style-type: none"> ▪ Proximity to sensitive uses; ▪ Noise and odour; ▪ Ecological features and functions; and ▪ Existing infrastructure.

Discussion Questions Posed by Region	City of Oshawa Comments
<p>8. Have you seen evidence of mitigation and adaptation efforts to climate change in your community? Moving forward, what are some good examples that you think would be beneficial if implemented in Durham?</p>	<p>Oshawa is a member of the Partners for Climate Protection Program which assists municipalities in taking action against climate change by reducing G.H.G. emissions. The City has achieved all five milestones for the Corporate Plan, which outlines strategies to reduce G.H.G. emissions from municipal sources (i.e. buildings and facilities, fleet vehicles, street lights, water and wastewater infrastructure and solid waste).</p> <p>Furthermore, the City is currently in the process of achieving Milestone 3 of its Community Plan, which outlines strategies to reduce G.H.G. emissions from community sources (i.e. stationary energy, transportation, waste and industrial processes). The City is currently developing a local action plan to implement climate mitigation and adaptation measures.</p> <p>Staff note that the Region has three plans in effect that seek to address climate change, namely the L.A.P., D.C.C.A.P., and D.C.E.P. The programs identified in these plans should be considered moving forward to focus efforts and reduce duplication of effort.</p>
<p>9. In your view, is there anything else that the Regional Official Plan should do to encourage adaptation to climate change in Durham?</p>	<p>The following elements identified in the Discussion Paper should be considered to encourage climate change adaptation in Durham:</p> <ul style="list-style-type: none"> ▪ Green infrastructure and low impact developments; ▪ Climate resilience standards that exceed the Ontario Building Code ▪ Less land consumptive roads and parking areas; ▪ A Voluntary Natural Heritage System (N.H.S.); ▪ Policies that consider cumulative impacts to the N.H.S.; and ▪ Updated Regional climate projects. <p>The D.R.O.P. should also consider the impacts of land use policies on vulnerable populations, and seek to support the resiliency of vulnerable populations in the face of climate change.</p>
<p>10. Should a tree canopy target be established? If so should there be separate targets for urban versus rural areas?</p>	<p>Staff note that the establishment of tree canopy targets for urban areas, rural areas and rural settlement areas across the Region would connect the area municipalities by setting a shared, collective goal and provide mutual benefits across the Region. A baseline of current canopy coverage in both urban and rural areas would be required to establish a meaningful target for each area.</p>

Oshawa Environmental Advisory Committee (OEAC)

Climate Change and Sustainability Discussion Paper Working Group

Comments on the Climate Change and Sustainability Discussion Paper – May 30 2019

Members: Kat Senyk (Chair) Susan Hall, Valerie Bowler, Shirley Smith

Recommendations Implications:

- That the committee adopt the following comments for submission to the Region in response to the Climate Change and Sustainability Discussion Paper on behalf of the Oshawa Environmental Advisory Committee
- That OEAC receive an opportunity to provide comments on all Discussion Papers within the series of Envision Durham, The Municipal Comprehensive Review of the Regional Official Plan (ROP)

Budget Implications:

- None.

Overview:

In 2018, Regional Council approved the process to begin preparing for consultation to inform the update of the Regional Official Plan. In February 2019, the first portion of the engagement program “Envision Durham” was launched. The Planning Division is in the process of creating a series of Discussion Papers including: Agriculture and Rural Systems, Climate Change and Sustainability, Growth Management, Environment and Greenlands Systems, Transportation Systems and Housing. Each Discussion Paper includes a series of questions.

The Climate Change and Sustainability Discussion Paper is the second in the series, and provides an overview of the trends and long-term impacts that climate change will have on Durham Region. It provides an overview of the current Official Plan policies relating to climate change and sustainability in relation to provincial policy.

The following provides the Working Group’s response to the questions posed in the Climate Change and Sustainability Discussion Paper.

General Comments:

- The discussion paper provides relevant and understandable context to climate change and sustainability.
- The inclusion of an info graph similar to the one at the beginning of section 4.0 including references to relevant federal and municipal plans/policies/strategies would be helpful at the forefront of the report.

The pathways for Durham Region and associated lower tier municipalities are already defined in documents; Durham Community Energy Plan (DCEP) 2019, Durham Community Climate Adaptation Plan (DCCAP) 2016; and Local Action Plan (LAP) 2012. OEAC recommends funding and staff support be prioritized to encourage on-the ground programming under these plans.

<p>1. Are there any other areas or sectors where you have experienced the impacts of CC first-hand?</p>	<ul style="list-style-type: none"> - Invasive Species are becoming more prevalent, dominating the traditional native landscapes - Increased localized flooding is more common - Low permeability (more roadways/hard surfaces) and very heavy rainfalls (at higher frequencies and higher volumes) burden the storm sewer infrastructure sending more water to be treated, and putting buildings connected to the system at risk for flooding via services - More frequent and dramatic/intensive freeze-thaw cycles impact infrastructure - Freezing rain impacts above grade power distribution leading to power outages, downed wires (public safety) - Damage to buildings during storm events cause significant trauma to residents as well as significant costs to repair/rebuild - Ticks and other insect related diseases are becoming more prevalent - As the amount of extreme hot days increase, our dependence on mechanical cooling units also increases. Populations at risk include those of low-income who cannot afford to cool their residences or do not have the ability to do so. Increased loads place significant strain on the electrical grid, causing rolling blackouts - Public schools are not equipped for cooling. On an extreme hot day with over 30 people in a classroom, the students and staff are subjected to health risk.
<p>2. What is your vision for CC adaptation and mitigation in Durham?</p>	<ul style="list-style-type: none"> - To remain “a liveable, resilient and prosperous community” as per Community Adaptation Plan - To achieve significant GHG emission reductions and shift our economy towards low carbon solutions and innovation. - As identified in the Adaptation plane, Durham Regions has the opportunity to lead in developments of energy efficient new builds and building retrofits (commercial, residential and neighbourhood). Implementing requirements to supersede the Ontario Building Code requirements referring to programs already in place including but not limited to Net-Zero, passive house, LEED and taking into consideration; building orientation, window location, increased insulation levels, etc. - As outlined in the Community Energy Plan, Durham Region has the opportunity to design and implement a program similar to the Toronto Green Standard - Implementation of ‘no idling’ by-laws and education for public awareness -
<p>3. Should the additional GHG reduction policies that are</p>	<ul style="list-style-type: none"> - Yes, the directions of provincial plans should be incorporated into Durham ROP.

<p>encouraged in the Growth Plan and Greenbelt Plan be incorporated into the Regional Official Plan? How do you think this topic should be addressed?</p>	<ul style="list-style-type: none"> ○ Durham has already developed strategies to reduce greenhouse gas emissions (Local Action Plan and Community Energy Plan) and improve resilience (Community Adaptation Plan). The Region has an opportunity to continue to identify vulnerabilities to climate change (through flood mapping, vulnerable population, neighborhood scale resiliency). The ROP would confirm mitigation and resiliency within land use planning policy. ○ Infrastructure planning would require investment and direction within the Regional Budget and asset management plan. ○ Further expansion of transit and energy green infrastructure, and low impact development.
	<ul style="list-style-type: none"> ○ The Region also has completed greenhouse gas inventories for transportation, buildings, waste management and municipal operations through the LAP and now updated the emissions baseline through the CEP, the next step is implementation of the recommended programs ○ The Region also has established municipal interim and long-term greenhouse gas emission reduction targets that support (former) provincial targets of 80% by 2050. These targets reflect consideration of the goal of low-carbon communities ○ The Region would need to formalize a process to monitor and report on progress made towards the achievement of these targets.
<p>4. Do you see bike lanes, transit stops, sidewalks, etc. and other infrastructure in your own neighbourhood that provide safe place to cycle, walk or take transit to your destinations. Does the availability of this infrastructure impact your travel choices?</p>	<ul style="list-style-type: none"> - Bike lanes are visible on some streets (incomplete network) - Transit stops are well identified, visually. Shelter and seating at stops are recommended to encourage use of the system. Bike lanes, transit stops are available, however there are gaps within the network that create less safe spaces for active transportation (AT) as a commuter choice. - There are opportunities to enhance existing AT networks - Transit appears to be combustion engine, we encourage the investment into electric vehicles - Bike locking stations must be installed throughout the urban core to encourage this form of transportation - Bike lanes do not appear to be frequently in use, perhaps because of the incomplete network or resident's natural dependency on personal vehicular use
<p>5. To what extent should the Regional Official Plan have policies that support the</p>	<ul style="list-style-type: none"> - Efforts should be made to develop the plans further. - Access to personal solar panel programming/implementation appears to be available and promoted however has been proven challenging for homeowners to coordinate their use

<p>development of alternative energy production?</p>	<p>with the city power (especially if they get more power than they need).</p> <ul style="list-style-type: none"> - Public should be presented with clear information on energy production; how energy is produced, distributed, etc. - Public should be presented the option of purchasing energy produced from a renewable source only (preferred option, perhaps at a temporary, increased rate). - The ROP should consider alternative forms of energy production to provide greater resiliency to extreme weather events and potential power disruptions.
<p>6. Do you see additional opportunities for sustainable energy development in Durham?</p>	<ul style="list-style-type: none"> - Further investigation into the potential for alternative and sustainable energy is needed. - As newer technology is developed, the cost for implementation lowers - There are opportunities for sustainable energy development in Durham and ties to innovation, new technologies and pilot testing new approaches - With the closure of General Motors and Oshawa's historical identity as the 'City that Motovates Oshawa' there is ample amounts of auto-sector based industrial property which could transition to EV-auto and EV-commercial sector industry - Research, design and training for employment in this sector is well supported as the Region boasts several academic institutions which could work alongside local, private sector industry
<p>7. What role should regional and area municipal planning have in regulating the siting of renewable energy projects?</p>	<ul style="list-style-type: none"> - The main role should be to protect the natural areas and natural heritage since even renewable power will impact the ecological services we get from these areas. - The region and municipal planning should also look out for the landowners – to include their viewpoint in planning.
<p>8. Have you seen evidence of mitigation and adaptation efforts to climate change in your community? Moving forward, what are some good examples that you think would be beneficial if implemented in Durham?</p>	<ul style="list-style-type: none"> - There is evidence of work being done on drainage of roads – run off. - Tree planting programing should be advertised and accessible to the public as they are vital. - The Region has two very strong planning documents (Community Adaptation Plan and the Community Energy Plan) that provide direction, and working groups have been established to move these programs forward. Implementation is key.
<p>9. In your view, is there anything else that the</p>	<ul style="list-style-type: none"> - Natural heritage protection that supports stormwater management

<p>Regional Official Plan should do to encourage adaptation to climate change in Durham?</p>	<ul style="list-style-type: none"> - Reduction of impermeable surfaces - The Regional Official Plan should consider the impacts of any land use policy on vulnerable populations and look to support the resiliency of vulnerable populations in the face of climate change -
<p>10. Should a tree canopy target be established? If so should there be separate targets for urban and rural?</p>	<ul style="list-style-type: none"> - Yes, a tree canopy target should be set and sub-division into urban and rural categories is recommended. - Having someone Regionally in charge of recording the information while collaboratively connecting the municipalities and various similar organizations could be mutually beneficial - Protection of tree standards should be incorporated into ALL municipal by-laws, urgently
	<ul style="list-style-type: none"> - A baseline of current canopy coverage is required to establish a meaningful and measurable target. There are other municipal best practices that can be reviewed to inform target setting (e.g.: The City of Toronto has a tree canopy target of 40% that forms the basis for their tree initiatives).



CORPORATE SERVICES DEPARTMENT
TELEPHONE 613-968-6481
FAX 613-967-3206

City of Belleville

169 FRONT STREET
BELLEVILLE, ONTARIO
K8N 2Y8

C.S. - LEGISLATIVE SERVICES

Copy	To:	CIP
Copy	To:	J. Krastner

June 27, 2019

The Right Honourable Justin Trudeau
Prime Minister of Canada
Office of the Prime Minister
80 Wellington Street
Ottawa ON K1A 0A2

Dear Prime Minister:

RE: Revoke International Joint Commission Plan 2014
8.c.1. Belleville City Council Meeting, June 25, 2019

This is to advise you that at the Council Meeting of June 25, 2019, the following resolution was approved.

“WHEREAS Lake Ontario is a valuable regional, national and international resource;

WHEREAS federal governments of the United States and Canada and the International Joint Commission have, in partnership with the States and Provinces, a joint interest in the management of Lake Ontario;

WHEREAS the management of the lake levels falls within this joint interest;

WHEREAS the flooding experienced by shoreline residents, by shoreline businesses and within public waterfront spaces has threatened life and safety while causing severe property damage, significant environmental damage, substantial economic loss and protracted mental health trauma;

WHEREAS municipalities across Ontario have expended significant staffing and financial resources in flood mitigation, flood protections and emergency response;

WHEREAS the flooding experienced threatens regional and municipal infrastructure;

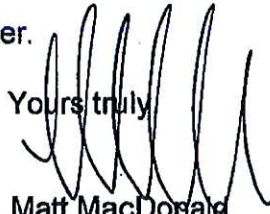
AND WHEREAS it is conceivable and reasonable to anticipate future flooding as was experienced in the spring of 2017 and is being experienced now in 2019;

NOW THEREFORE BE IT RESOLVED THAT:

1. The Canadian representatives of the International Joint Commission (IJC) and the Federal Government immediately suspend Plan 2014 and establish a plan that better protects the interests of municipalities, emergency responders and riparian's;
2. The Provincial government review and increase the funding provided to municipalities as the first line in flood prevention, preparation, mitigation, response and recovery commensurate to the anticipated increases in flooding, erosion and damages;
3. The Canadian Provincial and Federal governments be requested to strike a committee to review mitigation and safety plans for the communities fronting the Great Lakes and St. Lawrence Seaway, and that our municipality be invited to participate; and
4. The City of Belleville supports all other Ontario municipal as well as any New York State resolutions to repeal/ revoke the International Joint Commission Plan 2014."

Thank you for your attention to this matter.

Yours truly



Matt MacDONALD

Director of Corporate Services/City Clerk

MMacD/nh

Pc: Mike Bossio, MP, Hastings-Lennox and Addington
Neil Ellis, MP, Bay of Quinte
Premier Doug Ford
Steve Clark, Minister of Municipal Affairs
Todd Smith, MPP, Prince Edward-Hastings
Andrew Cuomo, Governor of New York State
AMO



July 11, 2019 2:16

To:	C.P.
Copy	J.P.
To:	
C.C. S.C.C. File	
Take Appr. Action	

July 3, 2019

Rural Ontario Municipal Association (ROMA)
200 University Ave.,
Suite 801
Toronto, Ontario M5H 3C6

Dear ROMA;

At the regular meeting of Council held June 19th, 2019, Council received the attached correspondence from the Municipality of East Ferris. The following resolution was carried and adopted;

Moved by: Councillor McNeil and Seconded by: Councillor Harding

THAT:
The Council of the County of Huron supports a combined OGRA/ROMA Conference;
AND FURTHER THAT:
This resolution be circulated to all Ontario Municipalities and ROMA be petitioned to place the combined conference to a membership vote.

CARRIED

Please find attached the above noted correspondence from the Municipality of East Ferris.

Sincerely,


Susan Cronin
County Clerk

Cc: Ontario Municipalities

County Clerk
Corporation of the County of Huron, 1 Court House Square, Goderich, Ontario N7A 1M2 CANADA
Tel: 519.524.8394 Fax: 519.524.2044 Toll Free: 1.888.524.8394 Web: www.huroncounty.ca

MUNICIPALITÉ · EAST FERRIS · MUNICIPALITY



390 HIGHWAY 94, CORBEIL, ONTARIO P0H 1K0
TEL.: (705) 752-2740 FAX.: (705) 752-2452
Email: municipality@eastferris.ca

REGULAR COUNCIL MEETING
HELD
May 28th, 2019

2019-151

Moved by Councillor Lougheed
Seconded by Councillor Trahan


WHEREAS at the Regular meeting of Council held May 14th, 2019, Council requested that the Municipality of East Ferris petition Ontario Municipalities to support the OGRA/ROMA Combined Conference;

AND WHEREAS the Municipality has received already same request from the Town of Petrolia to support a combined conference;

BE IT HEREBY RESOLVED that this resolution be circulated to all Ontario Municipalities and petition ROMA to place the combined conference to a membership vote.

Carried Mayor Rochefort

CERTIFIED to be a true copy of
Resolution No. 2019-151 passed by the
Council of the Municipality of East Ferris
on the 28th, day of May, 2019.


Monica L. Hawkins, AMCT
Clerk

The Corporation of the Township of Prince
COUNCIL RESOLUTION

Resolution 2019-	
Moved by: Councillor	Seconded by: Councillor
Signature <i>M. Matthews</i>	Signature <i>E. Palumbo</i>

Date: July 9, 2019

AGENDA ITEM

Resolution 2019- 178

Moved by: Councillor M. Matthews

Seconded by: Councillor E. Palumbo

Whereas the Ontario Good Roads Association, at their annual Conference in 2019 passed a Resolution supporting the re-establishment of a joint OGRA / ROMA Conference

Whereas several municipalities have passed Resolutions also in support of the OGRA Resolution

Whereas the establishment of a stand alone ROMA Conference has been extremely successful providing unique opportunities for municipal politicians and staff to benefit from a progressive agenda on a host of municipal issues

Whereas ROMA continues to advance municipal priorities through its advocacy work and close affiliation and collaboration with other Municipal Associations such as AMO and OGRA

Whereas a dedicated annual ROMA Conference is in the best interest of all municipalities in Ontario

Therefore Be It Resolved that the Township of Prince continues to support ROMA in its efforts for a dedicated annual conference that continues to bring benefits to all municipalities through a progressive, diversified and interesting agenda.

Further that this Resolution be circulated to OGRA, AMO, NOMA, FONOM and other municipalities in the Province of Ontario

RESOLUTION RESULT	Mayor & Council	YES	NO
<input checked="" type="checkbox"/> CARRIED	Ken Lamming		
<input type="checkbox"/> DEFEATED	David Amadio		
<input type="checkbox"/> DEFERRED	Ian Chambers		
<input type="checkbox"/> REFERRED	Michael Matthews		
<input type="checkbox"/> PECUNIARY INTEREST DECLARED	Enzo Palumbo		
<input type="checkbox"/> RECORDED VOTE (SEE RIGHT)			
<input type="checkbox"/> WITHDRAWN			
MAYOR - Ken Lamming			

The above is a certified to be true copy of resolution number 2018 -

Peggy Greco
CAO/CLERK-TREASURER

Original
To: CIP
Copy
To:
C.C. S.C.C. File
Take Appr. Action



TOWN OF HENDERSON, NY RESOLUTION #2019-07-10-053

OPPOSING INTERNATIONAL JOINT COMMISSION PLAN 2014 AND

RECOMMENDING REVOKING AND REWORKING PLAN TO REDUCE LIKLIHOOD OF FLOODING

Whereas Lake Ontario is an important regional, national and international resource; and

Whereas Henderson Harbor, Henderson Bay and Lake Ontario are vital economic and recreational resources for the Town of Henderson and Jefferson County; and

Whereas the International Joint Commission developed and enacted a new plan to manage water levels and flows in Lake Ontario known as Plan 2014; and

Whereas, upon adoption and implementation of this plan in 2017, Lake Ontario experienced historic highwater levels and flooding in 2017 and then experienced higher water levels and worse flooding in 2019; and

Whereas the Lake Ontario floods of 2017 and 2019 inflicted serious and substantial damage to waterfront businesses and homes along the shoreline of the Town of Henderson, resulting in businesses closing and homes being abandoned; and

Whereas damages are still being inflicted on the lakefront businesses and homes in amounts well into the millions of dollars; and

Whereas recreational and tourism revenue, which are essential to the economic well-being of the Town of Henderson, are being severely impacted by the high Lake Ontario levels; and

Whereas it is likely that flooding will continue to inflict devastating damages to homes and businesses in the Town of Henderson in future years if Plan 2014 is left intact and unmodified;

Now, therefore, **be it resolved** that the Town of Henderson calls for the immediate suspension of Plan 2014 and that the assumptions, scientific concepts and theories on which Plan 2014 is based be re-examined as being flawed and poorly conceived and modified in a manner to protect the Lake Ontario shoreline from future devastating flood levels and, until such time as a new or modified water level plan is developed, that Plan 1958DD be reinstated;

Be it **further resolved** that the Town of Henderson urges the Jefferson County, State of New York and United States elected officials representing the Town of Henderson to advocate for the suspension and modification of Plan 2014.

Resolution adopted July 10, 2019

Henderson Town Board

Afreen Raza

C.S. - LEGISLA

Original
To: CIP
Copy
To:
C.C. S.C.C. File
Take Appr. Action

From: Ralph Walton
Sent: July-13-19 6:20 AM
To: Lydia Gerritsen; Afreen Raza
Subject: Fwd: Support for Warwick resolution

Cip pls
 Sent from my iPhone
 Begin forwarded message:

From: "Erkki" <clerk@oilssprings.ca>
Date: July 12, 2019 at 8:00:16 PM EDT
To: <Katie.Scott@blindriver.ca>, <kayla.thibeault@gravenhurst.ca>, <kballance@ear-falls.com>, <kbulmer@renfrew.ca>, <kbunting@middlesex.ca>, <kasselman@prescott.ca>, <kcostello@smithsfalls.ca>, <Kelli@southglengarry.com>, <kellyp@nipigon.net>, <kevinh@quintwest.ca>, <kfletcher@regionofwaterloo.ca>, <kitteringham@markham.ca>, <kmcdonald@billingstwp.ca>, <kmcllwain@carling.ca>, <kmoyle@king.ca>, <knewman@lakeshore.ca>, <kokane@centrewellington.ca>, <kpearl@adjtos.ca>, <ksurerus@hamiltontownship.ca>, <kvanalphen@owensound.ca>, <kvroom@mulmur.ca>, <kwhite@pecounty.on.ca>, <kasloss@sables-spanish.ca>, <kathryn.lockyer@peelregion.ca>, <cao@southwold.ca>, <clerk.administrator@townshipofjoly.com>, <clerk@perth.ca>, <clerk@southbruce.ca>, <kkruger@norwich.ca>, <ldrynan@lanarkcounty.ca>, <lesley.todd@uclg.on.ca>, <LFawn@ptbocounty.ca>, <lhudder@khrtownship.ca>, <linda.white@saugeenshores.ca>, <Lisa.Campion@erin.ca>, <llalonde@easthawkesbury.ca>, <llee@mcnabbraeside.com>, <llehr@essatownship.on.ca>, <llyons@newmarket.ca>, <lmcdonald@bracebridge.ca>, <lmoy@tecumseh.ca>, <loriann@southstormont.ca>, <lparkin@innisfil.ca>, <lsauter@bancroft.ca>, <lscott@perthsouth.ca>, <lwest@mcdougall.ca>, <lwolfe@perthcounty.ca>, <mclean@iroquoisfalls.com>, <toc@ontera.net>, <twpoconn@tbaytel.net>, <cao@swox.org>, <cao@town.ignace.on.ca>, <clerk@acwtownship.ca>, <clerk@nalgona.com>, <clerk@northernbruce.ca>, <ClerksOffice@townofmono.com>, <lduguay@onlink.net>, <m.white@cityssm.on.ca>, <mbirch@countyofessex.on.ca>, <mower@algonquinhighlands.ca>, <mhartling@manitouwadge.ca>, <mknofal@stthomas.ca>, <mlang@powassan.net>, <mlevesque@cornwall.ca>, <mpearson@petrolia.ca>, <msmith@meaford.ca>, <mtmacdonald@city.belleville.on.ca>, <mtruelove@twprideaulakes.on.ca>, <mturner@westgrey.com>, <mweaver@thearchipelago.on.ca>, <Rick.Oconnor@ottawa.ca>, <twpns@ontera.net>, <clerk@lasalle.ca>, <dilullom@cambridge.ca>, <harleytwp@parolink.net>, <m.feltz@pelee.ca>, <macdonaldn@northumberlandcounty.ca>, <mavis@doriontownship.ca>, <mbouffard@frenchrivier.ca>, <mcadie@prescott-russell.on.ca>, <Mcasavecchia@malahide.ca>, <mderond@aurora.ca>, <mducharme@westnipissing.ca>, <mgraves@ingersoll.ca>, <Michelle.Hendry@whitestone.ca>, <mmantifel@blrtownship.ca>, <monica.hawkins@eastferris.ca>, <mouellet@clarence-rockland.com>, <mreid@get.on.ca>, <mutter@county.haliburton.on.ca>, <mspratt@arnprior.ca>, <natalie.bray@city.elliottlake.on.ca>, <naustin@sundridge.ca>, <nhunley@shuniah.org>, <njbozzato@pelham.ca>, <nmichie@morristurnberry.ca>, <nvachon@fauquierstrickland.com>, <cao@hastingshighlands.ca>, <chapple@tbaytel.net>, <clerk@arran-elderslie.ca>, <clerk@burksfalls.ca>, <clerk@dufferincounty.ca>, <conmee@tbaytel.net>, <deputyclerk@magnetawan.com>, <gilesp@tbaytel.net>, <lavalley@nwonet.net>, <Olga.Smith@waterloo.ca>, <pamlortie@townofspanish.com>, <pberfelz@northperth.ca>

<pcress@townofnemi.on.ca>, <peggy@hiltonbeach.com>, <pfettes@clearview.ca>, <pgrego@twp.prince.on.ca>, <PMoreau@countyofrenfrew.on.ca>, <pparker@amherstburg.ca>, <Proque@espanola.ca>, <pshipway@bayham.on.ca>, <psinnamon@chatsworth.ca>, <psnider@villageofwestport.ca>, <pspurway@bellnet.ca>, <brethour@parolink.net>, <cao.clerk@bonfieldtownship.org>, <centralm@amtelecom.net>, <clerk@gananoque.ca>, <clerk@neebing.org>, <clerk@southhuron.ca>, <lairdtpw@soonet.ca>, <martellR@greyhighlands.ca>, <Peter.Fay@brampton.ca>, <peter.todd@notl.com>, <ralph.walton@durham.ca>, <rauger@essex.ca>, <Renee.Chaperon@springwater.ca>, <rforgette@markstay-warren.ca>, <rjohnson@townofparrysound.com>, <RMcGee@deeriver.ca>, <rmordue@blandfordblenheim.ca>, <rmurphy@townofbwg.com>, <robert.thessalon@bellnet.ca>, <rreymer@lucanbiddulph.on.ca>, <rrogers@highlandseast.ca>, <rtrimble@twp.beckwith.on.ca>, <rvidm@ahtwp.ca>, <thornloe@outlook.com>, <twptehk@amtelecom.net>, <cao@laurentianhills.ca>, <cao@northglengarry.ca>, <projects@temagami.ca>, <salmas@collingwood.ca>, <sblair@carletonplace.ca>, <scasey@dubreuilville.ca>, <scooper@penetanguishene.ca>, <sdion@casselmann.ca>, <Sgoerke@townshipofsevern.com>, <skim@grimsby.ca>, <slacarte@englehart.ca>, <slarnold@southernriverontario.com>

Subject: Support for Warwick resolution

Hello,

The Council of the Village of Oil Springs passed this motion during its [regular](#) meeting of July 9, 2019:

MOTION No. 11 Moved by Councillor McFadden

Seconded by Councillor Wagner

THAT the Council of the Village of Oil Springs support Council for the Corporation of the Township of Warwick in requesting that the Hon. Doug Downey work with his fellow MPP's and agricultural leaders to find a better way forward to ensure stronger enforcement of existing laws - or new legislation - to ensure the safety of Ontario's farm families, employees and animals for the very reasons cited in the Warwick Motion adopted at its Regular Meeting of June 17, 2019; and

THAT this motion be circulated to Hon. Doug Downey, Ministry of the Attorney General; Hon. Doug Ford, Premier of Ontario; Hon. Sylvia Jones, Solicitor General; and Hon. Ernie Hardeman, Minister of Agriculture, Food and Rural Affairs; and all Municipalities in the Province of Ontario, AMO, and ROMA.

Sincerely,

Erkki Pohjolainen

Clerk-Treasurer
 Village of Oil Springs
 4591 Oil Springs Line, Box 22
 Oil Springs, ON N0N 1P0
 Phone: 519-834-2939
 Fax: 519-834-2333
www.oilspings.ca

C.S. - LEGISLATIVE SERVICES

CARRIED

Original
To: CIP
Copy
To:
C.C. S.C.C. 110





The Honourable Doug Downey, Attorney General of Ontario
Ministry of the Attorney General
720 Bay Street
11th Floor
Toronto, ON M7A 2S9

C.S. - LEGISLATION

Original
To: CIB
Copy
To: BB ✓
C.C. S.C.C. File
Take Appr. Action

Dear Honourable Sir:

July 15th 2019

Re: Resolution Regarding Enforcement for Safety on Family Farms

Please be advised that on July 10th the Town of Plympton-Wyoming Council passed the following motion to support Warwick Township Council's motion (attached) that was passed on June 17th 2019.

Motion #13 – Moved by Bob Woolvett, Seconded by Tim Wilkins that Council support the motion provided by the Township of Warwick with regards to Enforcement for Safety on Family Farms. Motion Carried.

If you have any questions regarding the above motion, please do not hesitate to contact me at the number above or by email at ekwarciak@plympton-wyoming.ca.

Sincerely,


Erin Kwarciaak
Clerk

Town of Plympton-Wyoming

Cc: Amanda Gubbels, Administrator/Clerk – Township of Warwick
The Honourable Doug Ford, Premier of Ontario
The Honourable Sylvia Jones, Solicitor General
The Honourable Ernie Hardeman, Minister of Agriculture, Food and Rural Affairs
All Ontario Municipalities
Association of Municipalities of Ontario (AMO)
Rural Ontario Municipal Association (ROMA)

The Corporation of the Town of Plympton-Wyoming
P.O Box 250, 546 Niagara Street, Wyoming Ontario N0N 1T0
Tel: 519-845-3939 Ontario Toll Free: -877-313-3939
www.plympton-wyoming.com



TOWNSHIP OF WARWICK

"A Community in Action"

6332 Nauvoo Road, R.R. #8, Watford, ON N0M 2S0

Township Office: (519) 849-3926 / 1-877-849-3926
Watford Arena: (519) 876-2808
Website: www.warwicktownship.ca

Works Department: (519) 849-3923
Fax: (519) 849-6136
E-mail: info@warwicktownship.ca

June 26, 2019

The Honourable Doug Downey, Attorney General of Ontario
Ministry of the Attorney General
720 Bay Street
11th Floor
Toronto, ON M7A 2S9

Dear Honourable Sir:

Re: Resolution Regarding Enforcement for Safety on Family Farms

Please be advised that Warwick Township Council adopted the following resolution at their regular meeting on June 17, 2019:

WHEREAS agriculture is the second largest industry in Ontario, contributing \$13.7 billion annually to Ontario's GDP and is essential for putting food on the tables of millions of people here and around the world;

AND WHEREAS in recent months there has been a steady increase in harassment of farmers and livestock transporters by activists opposed to animal agriculture and the consumption of animals;

AND WHEREAS the protests have become blatantly illegal in nature with extremist groups trespassing onto private property, unlawfully entering into buildings and removing animals without fear of prosecution and even promoting and publishing their crimes on social media;

AND WHEREAS maintaining proper biosecurity is essential to ensure the health and well-being of the animals cared for on these agricultural operations;

AND WHEREAS the recent attacks on farmers homes and businesses have resulted in no criminal charges laid, leaving farmers feeling unprotected by the Ontario legal system and afraid for the welfare of themselves, their families, their employees and the animals they care for;

NOW THEREFORE BE IT RESOLVED THAT the Council for the Corporation of the Township of Warwick requests that Hon. Doug Downey work with his fellow MPP's and agricultural leaders to find a better way forward to ensure stronger enforcement of existing laws - or new legislation - to ensure the safety of Ontario's farm families, employees and animals;

AND BE IT FURTHER RESOLVED THAT this motion be circulated to Hon. Doug Downey, Ministry of the Attorney General, Hon. Doug Ford, Premier of Ontario, Hon. Sylvia Jones, Solicitor General and Hon. Ernie Hardeman, Minister of Agriculture, Food and Rural Affairs and all Municipalities in the Province of Ontario, AMO, and ROMA.

- Carried.

Yours truly,



Amanda Gubbels
Administrator/Clerk
Township of Warwick

cc: The Honourable Doug Ford, Premier of Ontario
The Honourable Sylvia Jones, Solicitor General
The Honourable Ernie Hardeman, Minister of Agriculture, Food and Rural Affairs
All Ontario Municipalities
Association of Municipalities of Ontario (AMO)
Rural Ontario Municipal Association (ROMA)

Afreen Raza

From: noreply@www.durham.ca
Sent: July-16-19 11:32 AM
To: Clerks
Subject: City of Hamilton endorses Correspondence
Attachments: Communications_Durham_Motion_re_Cannabis_Use_in_Public_Places9ad8821f-c346-49e0-b8b9-81a0f439b866.pdf

The City of Hamilton's Board of Health endorses the attached correspondence from the Regional Municipality of Durham.

Origin: <https://www.durham.ca/Modules/contact/search.aspx?s=Yf68qh7v3ZGTb9SNJjRA3AeQuAleQuAl>

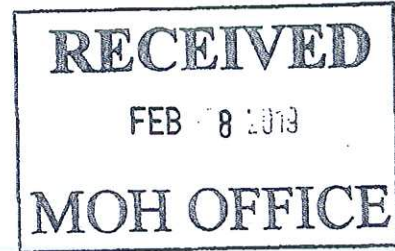
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C.S. - LEGISLATIVE SERVICES

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To: Dr. Kyle ✓
C.C. S.C.C. File
Taken by, Action



January 31, 2019



The Honourable Doug Ford
Premier of Ontario
Minister of Intergovernmental Affairs
Room 281
Legislative Building, Queen's Park
Premier's Office
Toronto ON M7A 1A1

COPY

The Regional
Municipality
of Durham

Corporate Services
Department
Legislative Services

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Level 1
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Whitby, ON L1N 6A3
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durham.ca

Don Beaton, BCom, M.P.A.
Commissioner of Corporate
Services

Dear Minister Ford:

**RE: Motion re: Cannabis Use in Public Places
Our File: P00**

Council of the Region of Durham, at a meeting held on January 30, 2019, adopted the following recommendations of the Committee of the Whole:

- "A) Whereas the use of cannabis became legalized in Canada on October 17, 2018; and
- B) Whereas every time cannabis is used it can adversely affect learning and remembering, mental health, and mood and feelings; and
- C) Whereas regular cannabis use over a prolonged period of time can injure the lungs, adversely affect mental health, and lead to physical dependence or addiction; and
- D) Whereas cannabis use in public places combined with its known health effects can adversely affect community safety, such as through impaired driving, etc.; and
- E) Whereas Section 11 of Schedule 1 (*Cannabis Act, 2017*) of *The Cannabis, Smoke-Free Ontario and Road Safety Statute Law Amendment Act, 2017*, S.O. 2017, c. 26 – Bill 174 prohibited the use of cannabis in public places; and
- F) Whereas Section 11 of Schedule 1 (Amendments to the Cannabis Act, 2017 and Other Acts) repealed Section 11 (Restrictions on places of consumption) of the *Cannabis Act, 2017*; and

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

- G) Whereas Section 12 of the *Smoke-Free Ontario Act, 2017* prohibits the smoking or holding of lighted cannabis in only enclosed public places and workplaces; and
- H) Whereas it is desirable to mitigate the human health effects of cannabis use and to de-normalize the use of cannabis in all public places, particularly with respect to children and youth; and
- I) Whereas it is also desirable to mitigate the community safety impacts of cannabis use in all public places;
- J) Now therefore be it resolved that the Council of the Regional Municipality of Durham urges the Government of Ontario to amend the *Smoke-Free Ontario Act, 2017* such that the smoking or holding of lighted cannabis is prohibited in all public places; and
- K) Now be it further resolved that the Councils of Durham's lower-tier municipalities are requested to endorse this resolution; and
- L) Now be it further resolved that the Premier of Ontario, Deputy Premier & Minister of Health and Long-Term Care, Attorney General of Ontario, Minister of Finance, Durham's MPPs, Chief Medical Officer of Health, AMO, aIPHa and all Ontario Boards of Health be so advised."



Ralph Walton,
Regional Clerk/Director of Legislative Services

RW/np

- c: Honourable Christine Elliott, Deputy Premier and Minister of Health and Long-Term Care
The Honourable Caroline Mulroney, Attorney General
The Honourable Victor Fedeli, Minister of Finance
Dr. David Williams, Chief Medical Officer of Health
Pat Vanini, Executive Director, Association of Municipalities of Ontario (AMO)

Loretta Ryan, Executive Director, Association of Public Health
Agencies (alPHA)
Rod Phillips, MPP (Ajax/Pickering)
Lorne Coe, MPP (Whitby/Oshawa)
Lindsey Park, MPP (Durham)
Jennifer French, MPP (Oshawa)
Laurie Scott, MPP (Haliburton/Kawartha Lakes/Brock)
Peter Bethlenfalvy, MPP (Pickering/Uxbridge)
David Piccini, MPP (Northumberland-Peterborough South)
Ontario Boards of Health
Dr. R.J. Kyle, Commissioner and Medical Officer of Health

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

The Regional Municipality of Durham

MINUTES

DURHAM ACTIVE TRANSPORTATION COMMITTEE

June 13, 2019

A meeting of the Durham Active Transportation Committee was held on Thursday, June 13, 2019, in Meeting Room 1-B, Main Level, Regional Headquarters, 605 Rossland Road East, Whitby, at 7:02 PM.

Present: R. Lalonde, Whitby, Chair
J. Bate, Oshawa
M. Gibbons, Scugog
R. Kerr, Regional Councillor, Oshawa
J. Martin, Brock

Absent: C. Gray, Clarington
K. Haines, Ajax
A. Heywood, Pickering
S. Lee, Regional Councillor, Ajax, Alternate
P. Smith, Uxbridge, Vice-Chair

Staff

Present: A. Caruso, Senior Planner, Transportation Planning, Planning and Economic Development
S. McEleney, Transit Planner, Transportation Planning, Planning and Economic Development
C. Tennisco, Committee Clerk, Corporate Services – Legislative Services

1. Election of 2019 Chair and Vice-Chair

i) Election of the Chair

C. Tennisco, Committee Clerk, called for nominations for the position of Chair of the Durham Active Transportation Committee.

Moved by J. Bate, Seconded by J. Martin,
That R. LaLonde be nominated for the position of Chair of the Durham Active Transportation Committee.

Moved by Councillor Kerr, Seconded by M. Gibbons,
That nominations be closed.

CARRIED

C. Tennisco asked if R. Lalonde wished to stand. R. Lalonde indicated he would stand.

R. Lalonde was acclaimed as the Chair of the Durham Active Transportation Committee.

ii) Election of the Vice-Chair

C. Tennisco, Committee Clerk, called for nominations for the position of Vice-Chair of the Durham Active Transportation Committee.

Moved by R. Lalonde, Seconded by M. Gibbons,
That P. Smith be nominated for the position of Vice-Chair of the Durham Active Transportation Committee.

Moved by Councillor R. Lalonde, Seconded by M. Gibbons,
That nominations be closed.

CARRIED

P. Smith was not in attendance; however, prior to the meeting he had confirmed in writing his intent to stand. It was the consensus of the Committee to accept the nomination.

P. Smith was acclaimed as the Vice-Chair of the Durham Active Transportation Committee.

R. Lalonde, Chair, assumed the Chair for the remainder of the meeting.

2. Adoption of Minutes

Moved by Councillor Kerr, Seconded by J. Bate,
That the minutes of the regular meeting of the Durham Active Transportation Committee held on May 9, 2019, be adopted.

CARRIED

3. Declarations of Interest

There were no declarations of interest.

4. Presentations

A) Derek Davies, Planner, Service Design, Durham Region Transit, re: Ontario Municipal Commuter Cycling (OMCC) Bike Parking

Derek Davies, Durham Region Transit, provided a PowerPoint presentation titled, "Ontario Municipal Commuter Cycling (OMCC) Bike Parking program". He advised the DATC that following the cancellation of the Provincial Cap and Trade program, no further funding will be available under the OMCC program.

D. Davies provided an overview of the 2019 selected sites for 'Ring & Post' bike racks at 80 transit stops and various bike parking spaces located within Durham Region.

Highlights of the presentation included:

- Site Selection was based off the following criteria:
 - Transit stops must be located along:
 - > Pulse
 - > Frequent Network
 - > GO Route 90
 - Transit stops in proximity to existing or planned cycling facilities
 - High transit stop boardings
 - Design and Clearance considerations
 - If stops were narrowed down to a specific pairing:
 - > Stops with higher boarding were selected
 - > Stops that were on the same side as the cycling facility

D. Davies displayed a map depicting the proposed bike parking locations within Durham Region; and pictorials of the bike rack specifications for perpendicular and parallel installations.

D. Davies responded to questions regarding the 2019 funding for the Ontario Municipal Commuter Cycling (OMCC) Program; and opportunities for the selected cycling parking locations to feed into the 'First and Last Mile' to promote active transportation throughout Durham Region.

Discussion ensued regarding the proposed Metrolinx service cuts to the GO Transit Route 81 and 81A services and the need to review the underlay of the DRT services for the northern municipalities; and the low ridership in the northern communities. D. Davies provided a summary of the 2020 service priorities for the rural area to determine the best service delivery model to provide mobility in this area.

Moved by M. Gibbons, Seconded by J. Martin,

That the Durham Active Transportation Committee recommends to the Planning & Economic Development Committee for approval and subsequent recommendation to Regional Council:

That whereas effective June 29, 2019, Metrolinx is reducing service of the 81 GO Bus which connects Brock, Scugog, Brooklin and Whitby to the Whitby GO Station, and eliminates Route 81A which provides service between the Scugog urban area of Port Perry, Brooklin, Whitby and the Whitby GO station; daily weekday departures have been cut by 78% from 18 to 4, and by 50% on weekends from 8 to 4; and only one peak-hour weekday departure remains per direction;

And whereas this service reduction:

- Deters multi-modal commuting by reducing or eliminating transportation options;
- Discourages the use of active transportation in the Region by eliminating opportunities to connect with transit;
- Promotes commuters to drive, thereby increasing greenhouse gas emissions and exacerbating climate change in a context where local municipalities are declaring climate emergencies;
- Negatively impacts connectivity between the Township of Brock, the Township of Scugog and the Town of Whitby to other parts of the Region and the GTA;
- Reduces access to the Lake Ontario Waterfront Trail and the Lake Scugog Waterfront Trail, identified as critical components of the Regional Trail Network in the Regional Cycling Plan; and
- Reduces access to the TransCanada Trail;

Now therefore be it resolved that the Active Transportation Committee opposes Metrolinx's service cuts to the Route 81 GO Transit line, and requests that the Route 81A bus service terminating in urban Port Perry be reinstated; and

That Durham Region Transit explore supplementing the loss of service by extending existing routes from North Durham to terminate at Lakeshore East train stations.

CARRIED

J. Bate invited DRT staff to attend the Oshawa Active Transportation Committee meeting to provide a presentation on the Ontario Municipal Commuter Cycling (OMCC) Program.

The Committee asked that a copy of the PowerPoint presentation "Ontario Municipal Commuter Cycling (OMCC) Bike Parking Program" be emailed to the members.

- B) Steven Kemp, Manager, Traffic Engineering and Operations, Works Department, re: Vision Zero Update – A Strategic Road Safety Action Plan (SRSAP) for the Regional Municipality of Durham

S. Kemp, Manager of Traffic Operations, provided a PowerPoint presentation titled, "Durham Vision Zero – A Strategic Road Safety Action Plan (SRSAP)" for the Regional Municipality of Durham.

Highlights from the presentation included:

- Some good news
- Why are we concerned?
- Background

- What is Vision Zero?
 - Three pillars:
 - > No one should be killed or seriously injured as the result of a collision;
 - > Design needs to accommodate humans that make mistakes; and
 - > Collisions don't happen by accident.
- Vision
 - Zero people killed or injured across all modes of transportation
 - Goal
 - > Minimum 10% reduction in fatal and injury collisions over a five-year period
- Emphasis Areas (8)
 - 1. Intersections
 - 2. Aggressive Driving
 - 3. Distracted Driving
 - 4. Young Drivers (16-25)
 - 5. Pedestrians
 - 6. Impaired Drivers
 - 7. Cyclists
 - 8. Commercial Vehicles
- Our Data

S. Kemp advised that next steps include the establishment of a Vision Zero Task Force; implementation of countermeasures; ongoing monitoring and evaluation of progress towards zero; and continued partnership and collaboration with Durham Regional Police Services and the local area municipalities.

S. Kemp responded to questions from the Committee regarding the implementation of traffic calming sections in residential areas; pedestrian scramble intersections; roundabouts; the evaluation of school and community safety zones; and the Accessibility for Ontarians with Disabilities Act (AODA) requirements for Accessible Pedestrian Signals (APS) at signalized intersections by the year 2025.

Discussion ensued regarding the availability of statistics for vehicle collisions on Provincial highways; whether a correlation exists between dominant vehicle models and traffic collisions; and the efforts with transport drivers to find a solution to reduce transport truck collisions.

Further discussion ensued with respect to the design of cross overs on roads for pedestrians and cyclists; roundabouts versus traffic lights; the use of bike guard rails; and the ability to collect data to determine the number of cyclists on the roads.

The Committee asked that a copy of the PowerPoint presentation “Durham Vision Zero – A Strategic Road Safety Action Plan (SRSAP)” be emailed to the members.

C) Victor Copetti, Transit Planner, Transportation Planning, Planning and Economic Development Department, re: Durham Region Active and Sustainable School Travel Committee (ASST) and Ontario Active School Travel (OAST) Grant

V. Copetti provided a PowerPoint presentation titled, “Durham Region Active and Sustainable School Travel Committee and OAST Grant”. He advised that the purpose of the Regional ASST Committee is to increase the number of children using active modes of transportation to and from school and decrease the traffic congestion at these schools.

V. Copetti stated that the Committee consists of at least one representative from each of the following groups: Durham Region staff; the eight local area municipalities; Durham District School Board; Durham Catholic District School Board; Northumberland Kawartha Pine Ridge District School Board; the Newcastle Clarington Catholic District Boards; the Durham Student Transportation Services and Student Transportation Services of Central Ontario; Durham Regional Police and Municipal By-law Enforcement Services; and Green Communities Canada.

Highlights from the presentation included:

- Main tasks of the ASST Committee and OAST Team
- Ajax School Travel Project (STP)
 - Schools Involved
 - > Bolton C. Falby Public School
 - > Vimy Ridge Public School
 - > Lester B. Pearson Public School
 - > St. James Catholic School
 - Activities
- How Students get TO School
- How Students get home FROM School
- Highlights: St. James Wellness Day
- Highlights: Bolton C. Falby Walkabout
- Safety on the Road Brochure
 - Durham Region and Cycle Durham have produced a new informational brochure titled, ‘Cycling Rules to Follow’;
 - The Region has created a new Youth Cycling Guide (Draft)

V. Copetti advised that the next steps includes the Region making the revisions to the Safety Brochure and Youth Cycling Guide as provided by the Durham Region Active and Sustainable School Travel Committee (ASST). He noted that the next meeting of the ASST will take place on

Tuesday, August 13, 2019. V. Copetti also provided an update on the selection criteria for 3 schools, by the area municipalities and school boards, as part of the Ontario Active School Travel (OAST) funding for a School Travel Planning (STP) Coordinator to work with 8 schools within Durham Region to increase Active and Sustainable School Travel (ASST); and the STP Coordinator RFP, set to go out for bidding in July 2019.

V. Copetti provided the following questions for the Committee's consideration:

- Are there other activities that the Regional ASST Committee might engage in?
- Are there any policies that the Committee could look at?
- How would you like to see the Regional ASST Committee and DATC Committee collaborate in the future?

The Committee was asked to email A. Caruso with any comments or suggestions regarding the Durham Region Active and Sustainable School Travel Committee (ASST).

V. Copetti responded to questions regarding the probability for future School Travel Project (STP) grants; the STP initiatives for active modes of transportation to and from school, how the Safety Brochure and Youth Cycling Guide will be marketed; how to deploy a walking school bus program; and why only five of the eight local area municipalities are represented.

D) Anthony Caruso, Senior Planner, Transportation Planning, and Erin Sparks, Planning Analyst, Transportation Planning, Planning and Economic Development Department, re: Regional Cycling Plan Update

A. Caruso and E. Sparks provided a PowerPoint presentation update on the Regional Cycling Plan.

A. Caruso provided an overview on the history of the Regional Cycle Plans (2008 – 2012). He also reviewed the various cycling initiatives that had taken place since 2012 including the Provincial Plans and Policies; a draft Cycling Communications Strategy (2018-2021); Bike Month; the Vision Zero – Strategic Road Safety Action Plan (mid-2019); the growing recognition that cycling needs to be a more prominent component of our transportation system; and the rebranding of the Durham Trail Coordinating Committee into the Durham Active Transportation Committee in 2019.

Highlights from the presentation included:

- What the cyclists are saying...
 - Regional cycling plans and municipal cycling plans need to be integrated so as to be seamless

- Roads shown new or existing to be cycling routes must include safe cycling infrastructure according to the “Ontario Traffic Manual: Book 18”, as a minimum
- There should be safe cycling routes to GO Transit Stations, colleges, universities and other central areas
- Cycling routes should be numbered and signs posted to correspond with tourist maps
- Roads on cycling routes not scheduled for reconstruction within 10 years should include provision for bike lanes or paved shoulders added
- Durham routes need to connect to established routes from adjacent regions
- The northern communities need to develop their infrastructure to accommodate cycling routes in their areas
- Routes should recognize on-road cycling versus multi use paths and trails as being distinct due to the different types of cyclists and the bicycles they typically use; avoid mixing them on the same route
- What the residents are saying...
 - Active Transportation
 - Potential Actions recommended by residents
- Comparison Chart of other International Cycling Plans
- Cycling Implementation Plans
 - What is an implementation Plan?
 - Who does what?
- Funding Strategies
 - Scope of review and current funding regime
 - What are the options?

A. Caruso advised that next steps include the award of the Regional Cycling RFP contract by the end of July 2019; the proposed duration of the project is one-year; and the project kick-off is planned for late August 2019. He added that staff will continue to report back to DATC and initiate the plans for future public consultation sessions, workshops, pop-up events and area input by the Active Transportation (AT) Committees.

Discussion ensued regarding opportunities to focus on best practices between the Region of Durham, its eight local area municipalities and AT Committees for the development and funding of future AT networks.

Councillor Kerr provided an update on the recent initiatives and best practices regarding the building of a new BMX bike park and multi-use path; east of Thornton Road in the City of Oshawa.

5. Discussion Items

There were no Discussion items to be considered.

6. Information Items

- A) Report #2019-P-24: Durham Active Transportation Committee (DATC) Membership Appointment – Town of Whitby Nominee

A copy of Report #2019-P-24 of the Commissioner of Planning and Economic Development was received as Attachment #2 to the agenda.

Moved by J. Bate, Seconded by Councillor Kerr,
That Information Item A) be received for information.
CARRIED

7. Other Business

- A) DATC Process for Members to introduce a Motion or New Business

A. Caruso reviewed the Committee process for members to introduce a motion or new business at a DATC meeting. He asked that the members submit a copy to staff, one week prior to the meeting, to allow staff to ensure the item is within the scope of DATC's activities and procedurally in order.

8. Next Meeting

The next regularly scheduled meeting of the Durham Active Transportation Advisory Committee will be held on Thursday, September 5, 2019, in Room 1-B, Regional Headquarters Building, 605 Rossland Road East, Whitby, at 7:00 PM.

9. Adjournment

Moved by Councillor Kerr, Seconded by M. Gibbons,
That the meeting be adjourned.
CARRIED

The meeting adjourned at 9:12 PM.

R. Lalonde, Chair, Durham Active
Transportation Committee

C. Tennisco, Committee Clerk