



The Regional Municipality of Durham

COUNCIL INFORMATION PACKAGE

August 7, 2020

Information Reports

There are no Information Reports

Early Release Reports

There are no Early Release Reports

Staff Correspondence

1. Memorandum from Gioseph Anello, Director, Waste Management Services and Laura McDowell, Director, Environmental Promotion and Protection – re: Durham York Energy Centre, Submission of April 2020 Complaint and Inquiry Logs
2. Memorandum from Gioseph Anello, Director, Waste Management Services and Laura McDowell, Director, Environmental Promotion and Protection – re: Durham York Energy Centre, Submission of May 2020 Complaint and Inquiry Logs
3. Memorandum from Gioseph Anello, Director, Waste Management Services and Laura McDowell, Director, Environmental Promotion and Protection – re: Durham York Energy Centre, Revised Soil Testing Plan
4. Notice from Elaine Baxter-Trahair, CAO - re: Summary of the Regional Recovery Action Plan

Durham Municipalities Correspondence

1. City of Oshawa – re: Correspondence to the Honourable Justin Trudeau, Prime Minister of Canada – re: Committing to an investment of dedicated mental health units within police services and establishing an independent professional certification for all police personnel
2. City of Oshawa – re: Correspondence to Regional Chair, John Henry urging all levels of government to commit to an investment of dedicated mental health units within police services

3. **City of Pickering** – re: Resolution passed at their Council meeting held on July 27, 2020, regarding Construction Noise
4. **City of Pickering** – re: Resolution passed at their Council meeting held on July 27, 2020, regarding the Municipal Comprehensive Review of the Durham Regional Official Plan: Transportation System Discussion Paper, October 2019
5. **City of Pickering** – re: Resolution passed at their Council meeting held on July 27, 2020, regarding Brock West Landfill, City of Pickering

Other Municipalities Correspondence/Resolutions

1. **Town of Amherstburg** – re: Resolution passed at their Council meeting held on July 13, 2020, in support of the City of Sarnia’s resolution regarding Long Term Care Home Improvements
2. **City of Owen Sound** – re: Resolution passed at their Council meeting held on July 27, 2020, in support of Private Member’s Bill M-36 to designate August 1 of every year as “Emancipation Day” in Canada

Miscellaneous Correspondence

1. **Candevcon East Limited** – re: On-Line Engagement for the Proposed Road Improvements to North Street Between George Street West and Grady Drive Sanitary Sewer, Watermain Replacement from Wilmot Street to the CP overpass and Watermain Replacement and Road Resurfacing George Streets West between North Street and RR 17 Newcastle, Municipality of Clarington

Advisory Committee Minutes

1. Energy From Waste – Waste Management Advisory Committee (EFW-WMAC) minutes – **July 15, 2020**

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.

Notice regarding collection, use and disclosure of personal information:

Written information (either paper or electronic) that you send to Durham Regional Council or Committees, including home address, phone numbers and email addresses, will

become part of the public record. If you have any questions about the collection of information, please contact the Regional Clerk/Director of Legislative Services.

If you require this information in an accessible format, please contact The Regional Municipality of Durham at 1-800-372-1102 ext. 3560.



July 28, 2020

Celeste Dugas, Manager, York Durham District Office
Ministry of the Environment, Conservation and Parks
230 Westney Road South, Floor 5
Ajax, Ontario L1S 7J5

Dear Ms. Dugas:

RE: Durham York Energy Centre
Submission of April 2020 Complaint and Inquiry Logs
MECP File #: EA-08-02

The Regional Municipality of Durham, the Regional Municipality of York, and Covanta continue to monitor complaints and inquiries for the Durham York Energy Centre and provide monthly reports to the Ministry of the Environment, Conservation and Parks' (MECP) York Durham District Office. The next reporting period will cover the month of May 2020.

We trust that this meets the MECP's expectation. If you require additional information, please contact the undersigned.

Sincerely,

Original signed by:

Gioseph Anello, M.Eng., P.Eng., PMP
Director, Waste Management Services

The Regional Municipality of Durham
905-668-7711 extension 3445
Gioseph.Anello@durham.ca

Original signed by:

Laura McDowell, P.Eng.
Director, Environmental Promotion
and Protection

The Regional Municipality of York
905-830-4444 extension 75077
Laura.McDowell@york.ca

- c. P. Dunn, Senior Environmental Officer, York Durham District Office, MECP
J. Butchart, Issues Project Coordinator (Acting), York Durham District Office, MECP
P. Martin, Supervisor, Air, Pesticides and Environmental Planning, MECP
E. O'Leary, Environmental Resource Planner and EA Coordinator, Air, Pesticides and
Environmental Planning, MECP
G. Battarino, Special Project Officer, Project Coordination, Environmental Assessment
Services, MECP
A. Huxter, Environmental Specialist, Covanta
Energy from Waste Advisory Committee (EFWAC)
C. Raynor, Regional Clerk, The Regional Municipality of York
R. Walton, Regional Clerk, The Regional Municipality of Durham

Enclosure

Inquiries – April 2020

#	Date Received	Method Received	Comment Details / Description	Response / Remedial Action	Date Responded	Staff Initials
-	-	-	The Regional Municipalities of Durham and York released a Notice of Commencement on July 3, 2019 for the Environmental Screening Process to increase the waste capacity from 140,000 tonnes of waste to 160,000 tonnes of waste per year at the Durham York Energy Centre.	Inquires received through the Environmental Screening Process will be addressed and reported to the MECP through the Record of Consultation for the Project.	-	-

Total Inquiries – April 2020

Inquiry Type	Total by Inquiry Type
Total Project Team Inquiries received this month by project web email / telephone:	0
Total Covanta Inquiries received this month:	0
Total Durham Region Council / Committee Inquiries received this month:	0
Total Durham Region Call Centre Inquiries received this month:	0
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Enclosure

Inquiries – May 2020

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1	April 30, 2020	DYEC Project Email	Can you inform me as to the fueling if the biomass plant? Is it supplemented by natural gas and wood?	<p>Good Morning,</p> <p>This email is in response to your question received on April 30, 2020 regarding the fuel used at the Durham York Energy Centre.</p> <p>The Durham York Energy Centre (DYEC) is a waste management facility that produces energy from the combustion of garbage. The DYEC safely processes 140,000 tonnes per year of residential garbage that remains after maximizing waste diversion programs – reducing, reusing, recycling and composting – in Durham and York Regions. While some biomass materials such as wood and food waste may be present in the residential waste stream, the Durham York Energy Centre does not burn biomass material as supplemental fuel.</p> <p>Natural gas is used during the start-up and shutdown of the boilers. The boilers must be warmed to a minimum of 1,000 degrees Celsius before waste can be introduced. Once the boiler reaches 1,000 degrees Celsius, waste is introduced, and natural gas is slowly decreased until the system is self-sustaining on waste. During normal operations, the system does not need supplementary natural gas. However, natural gas can be used as a short-term measure if there is a decrease in boiler temperature and will be used to control the</p>	May 6, 2020	DL/MN/AH

#	Date Received	Method Received	Comment Details / Description	Response / Remedial Action	Date Responded	Staff Initials
				boiler temperature during the shutdown process prior to facility outages. Please let us know if you have any additional questions. Regards, DYEC Project Team		
2	May 20, 2020	DYEC Project Email	Good Morning, I am the climate change coordinator with the Township of King. We are currently in the process of creating a basic baseline emissions inventory for our municipality as a part of a greater climate change action plan. I had a question for your centre regarding the possible emission factor for your facility in CO2 equivalent emissions per metric tonne of waste. Im not sure you have this factor but would love to chat a little but and see if there is some number that can be found, allowing king to estimate our downstream municipal solid waste emissions from the facility. Please let me know if there is anything I can do to help.	Hi Joshua, As discussed on the phone today please find attached a link to the provinces GHG reporting page. There is an excel file roughly mid way down the page – the DYEC is covered under line 282 https://data.ontario.ca/dataset/greenhouse-gas-emissions-reporting-by-facility Hopefully this answers your questions, please let me know if there's anything else I can help with. Regards, Andrew	May 27, 2020	AE
3	May 21, 2020	DYEC Project Email	Dear Sir/Madam I am the Plant Manager of Hymopack Ltd in Toronto, ON, a manufacturer of both hi-density and low-density plastic bags for the retail and can liner industry. From time to time we generate plastic waste in the form of pellet resins (which we collect but cannot effectively reuse in our process. These pellets are comprised of the same hydrocarbon materials found in plastic shopping bags from local supermarkets or hardware stores. Being of a hydrocarbon origin, the plastic pellets have a high energy density that we believe would be an ideal material to consume in your waste to energy facility. On hand we have between 20 -25 cardboard totes of the material each weighing about 500kg to 750kg. I am reaching out with the hope that you may have an interest in this material and could use it in your facility. Please let me know if this is a possibility now or at any time in the near future. Kind Regards	Good Morning, This email is in response to your inquiry sent on May 21, 2020 regarding the disposal of high-density and low-density plastics at the Durham York Energy Centre. The Durham York Energy Centre is Durham Region's primary long-term disposal option for waste and only processes the household waste remaining after Durham and York Regions' aggressive composting, recycling and reuse programs. Our Certificate of Approval does not allow us to accept waste from any additional outside sources. As a result, we are unable take any materials from your business for disposal at this time. Please let us know if you have any additional questions. Regards, DYEC Project Team	May 23, 2020	DL

#	Date Received	Method Received	Comment Details / Description	Response / Remedial Action	Date Responded	Staff Initials
4	May 27, 2020	DYEC telephone	A resident called the DYEC line and asked about disposal opportunities.	Staff advised that only residential garbage from Durham and York Regions, collected by our contracted vendors, can be received and processed at this facility. Therefore, the DYEC is not able to accept garbage from other municipalities, sectors or private haulers.	May 27, 2020	AE
5	May 29, 2020	DYEC Project Email	As I'm sure you know, York Region and Durham Region operate a few public drop-off waste depots. The depots accept recyclables and, as stated on their websites, they accept "Dedicated/Mixed Loads of Garbage". A few questions: 1) Assuming such loads are dry and non-hazardous, is it correct to say that such loads end up at the Energy Centre and are incinerated? i.e. garbage dropped off at a waste depot is burned (energy-from-waste). (This would be good news.) 2) As a second question, what happens if a load contains a small quantity of broken glass or ceramics? For example, flower pots, or broken plates or pottery, which technically doesn't burn. What happens to unburnable material? 3) It is my understanding that clean, untreated wood can be recycled. On the other hand, I believe York Region classifies "treated" (chemically preserved) wood as "garbage". Rightly or wrongly, it has been said that treated wood is hazardous and "should not be burned". Is this true? Or is high temperature incineration an acceptable form of destruction for treated wood? Does the Durham-York Energy Centre incinerate/burn treated wood? (If so, good news.) What about non-recyclable "plasticized" wood products like Formica or wood laminates? End of questions (for now). Thank you. May I look forward to hearing from you. DH	<p>Good Morning,</p> <p>Thank you for your inquiry dated May 29, 2020 regarding waste disposal at the Durham York Energy Centre (DYEC).</p> <p>The DYEC is Durham Region's primary long-term disposal option for waste. Durham Region delivers up to 110,000 tonnes of garbage/year and York Region 30,000 tonnes of garbage/year. The DYEC only processes the household waste remaining after Durham Region's and York Region's aggressive composting, recycling and reuse programs. This non-hazardous household waste can come from both curbside black bag garbage and non-hazardous/non-divertible garbage received at the public drop-off depots. You are correct that household residential wastes commonly contain some materials that are non-combustible (such as the broken ceramics and glass noted in your email) – although broken glass should be set out separately as 'sharps' in a marked container to protect collection workers. This material will pass through the facility and will make up part of the bottom ash. Ferrous and non-ferrous metals are removed from the bottom ash for recycling, while the remaining ash is sent to landfill as alternative daily cover.</p> <p>Treated wood is collected in designated bins at the public drop-off depots and diverted from the DYEC for recycling. However, the DYEC can safely process treated wood and non-recyclable plasticized wood products. The DYEC uses specialized air pollution control equipment to cool and clean the combustion gases before they are released into the atmosphere. This equipment operates under stringent environmental regulatory standards. Continuous emissions</p>	June 4, 2020	DL/AE/SD

#	Date Received	Method Received	Comment Details / Description	Response / Remedial Action	Date Responded	Staff Initials
				monitoring devices monitor stack emissions on a continuous basis to ensure compliance with air quality standards established by the Ministry of Environment, Conservation and Parks through the facility's Environmental Compliance Approval. Please let us know if you have any additional questions. Regards, DYEC Project Team		

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Complaints – May 2020

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1	May 27, 2020	Durham Regional Council	Delegation to Durham Council re: 2020-INFO-37: Durham York Energy Centre Operations Emergency Amendment to Environmental Compliance Approval. Delegation raised concerns regarding the authorization and process, rationale and messaging to the public.	No staff action required at this time.	May 27, 2020	-
2	May 27, 2020	Durham Regional Council	Delegation to Durham Council re: 2020-INFO-37: Durham York Energy Centre Operations Emergency Amendment to Environmental Compliance Approval. Delegation raised concerns regarding the authorization and process, rationale and messaging to the public.	No staff action required at this time.	May 27, 2020	-

Total Complaints – May 2020

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July 17, 2020

Celeste Dugas, Manager
York Durham District Office
Ministry of the Environment, Conservation and Parks
230 Westney Road South, Floor 5
Ajax, Ontario L1S 7J5

Dear Ms. Dugas:

**RE: Durham York Energy Centre
Revised Soil Testing Plan
(Environmental Assessment Condition 7(10), 13(4))
MECP File #: EA-08-02**

In accordance with Condition 7(10) and 13(4) of the Durham York Energy Centre (DYEC) Environmental Compliance Approval (ECA), The Regional Municipality of Durham and The Regional Municipality of York (Regions) respectfully submit a revised Soil Testing Plan. The revisions to the plan include the following:

- Updates to the facility address and images of the surrounding area and sampling locations.
- Updates to reflect the Ministry's name change to Ministry of Environment, Conservation and Parks (MECP).
- Revisions to allow for disposal of retained soil samples after the MECP has reviewed and accepted the soil test report for those samples.
- Revisions to clarify that each sampling location provides one composite sample and not individual samples from each of the nine sub-plots within the 10X10 grid.
- Removal of references to the former fence line monitoring station, which has been decommissioned.

There were no revisions to the testing methodology or reporting requirements.

We trust that this revised Soil Testing Plan meets the MECP's expectations. If you require additional information, please contact the undersigned.

Sincerely,

Original signed by:

Gioseph Anello, M.Eng., P.Eng., PMP
Director, Waste Management Services

The Regional Municipality of Durham
905-668-7711 extension 3445
Gioseph.Anello@durham.ca

Original signed by:

Laura McDowell, P.Eng.
Director, Environmental Promotion
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The Regional Municipality of York
905-830-4444 extension 75077
Laura.McDowell@york.ca

- c. L. Trevisan, Director, Central Region, MECP
- H. Malcolmson, Director, Environmental Permissions, MECP
- K. O'Neill, Director, Environmental Assessment, MECP
- P. Dunn, Senior Environmental Officer, York Durham District Office, MECP
- J. Butchart, Issues Project Coordinator (Acting), York Durham District Office, MECP
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Energy from Waste Advisory Committee (EFWAC)
- C. Raynor, Regional Clerk, The Regional Municipality of York
- R. Walton, Regional Clerk, The Regional Municipality of Durham



DURHAM YORK ENERGY CENTRE SOIL TESTING PLAN



July 10, 2020

Revision 4

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Durham York Energy Centre Soil Testing Plan

REVISION 4

1. INTRODUCTION

The Durham-York Energy Centre (DYEC) is a municipal solid waste to energy facility located in the Municipality of Clarington, Ontario. Owned by The Regional Municipality of Durham and The Regional Municipality of York (the “Regions”), the facility processes up to 140,000 tonnes of solid, non-hazardous, municipal solid waste per year. The facility is designed, built, and operated by Covanta Energy Corporation (Covanta) under a twenty-year contract with the Regions. The facility is located south of the 401 near Highway 401/418 interchange, as shown below in Figure 1. The Regions received approval for the facility from the Ministry of the Environment, Conservation and Parks (MECP) under the *Environmental Assessment Act* on November 3, 2010. Subsequently, an Environmental Compliance Approval (ECA) was issued by the MECP on June 28, 2011. The location of the DYEC relative to the surrounding area can be seen in Figure 1.

Figure 1: Location of Durham York Energy Centre



2. OBJECTIVE

The Soils Testing Plan was developed in accordance with Condition 7 (10a & 10b) and Condition 13 (4a & 4b) of the DYEC Certificate of Approval, as well as the Regional Council mandate to provide soil monitoring in the area of the DYEC for a minimum three-year period.

The purpose of the soil testing plan is to:

- a) Quantify background contaminant concentrations in the area
- b) Monitor emission dispersion of EFW-related soil contaminants
- c) Ensure ongoing environmental management of the site
- d) Quantify any measurable concentrations resulting from emissions from the DYEC, including validating the predicted concentrations from the Human Health and Ecological Risk Assessment (HHERA) conducted during the 2009 Residual Waste Environmental Assessment (EA) Study, for predicted soil contaminant loading over the life of the facility

2.1. Pre-construction Conditions

During the baseline study undertaken in the Environmental Assessment, 23 soil samples were collected at 17 sampling locations from areas surrounding the site. Samples were analyzed for metals, volatile organic compounds (VOC's), ammonia, formaldehyde, acetaldehyde, semi-volatile organic compounds (SVOC's), polycyclic aromatic hydrocarbons (PAH's), polychlorinated bi-phenols (PCB's) and dioxins and furans (PCDD/PCDF) and chlorophenols.

Results of the analysis showed that there were no soil metal contaminants of potential concern concentrations above the Table 1 of the Soil, Groundwater and Sediment Standards for use under Part XV.1 of the Environmental Protection Act (Table 1 Standards). SVOC's were not detected in any of the samples. There were no soil chlorophenol concentrations above the Table 1 Standards. PCB's were not detected in any of the samples analyzed. PCDD/PCDF congeners were detected in 1 of the 13 samples analyzed. The location in which PCDD/PCDF were detected was from a sample taken from a field where previous intensive agriculture activities occurred. The detection of PCDD/PCDF is likely attributed to the earlier application of pesticides. The result was still below the contaminated site standard in Ontario for agricultural land use. In all other samples, no PCDD/PCDF congeners were detected above the Table 1 Standards. There were no PAH concentrations above the Table 1 Standards. VOC's were below the detection limit in each of the samples, however, some of the analytical detection limits were

greater than the Table 1 Standards. Formaldehyde and acetaldehyde were detected in all samples, however, there is no data in the Table 1 Standards for these parameters.

2.2. Potential Sources of Impacts

Soil was one of the most important media considered in the HHERA (Human Health and Ecological Risk Assessment) due to emissions outfall from the DYEC, the exposure pathway for human and ecological receptors and the natural environment, as well as the potential for chemical bioaccumulation over the life of the facility. The primary source of deposition to soil are the facility emissions. The main source of emissions is the 87.6 metre tall main stack.

Local human populations, visitors and ecological inhabitants to the area surrounding the facility may be directly exposed to soil. This testing program will provide an early warning if potential bio accumulative effects were to occur.

The HHERA assessed all chemicals based on the single highest annual soil concentrations throughout the operating lifetime of the DYEC. This typically occurs at the end of the operating period (i.e. 30 years of accumulation) at which point the concentration is assumed to have reached steady-state in the environment (and not degrade) over the next 70 years of a lifetime of human exposure.

The HHERA evaluated a broad range of chemical species identified as contaminants of potential concern (COPC) under normal operation and process upset scenarios. The HHERA concluded that after 30 years of operation, soil concentrations would increase less than 2% over baseline concentrations for all COPC except dioxins/furans and inorganic mercury. Soil concentrations of dioxins and furans were estimated to increase by 20% and 57% for the normal operation and process upset scenarios respectively. Inorganic mercury concentrations were estimated to increase by 4.6% and 6.7%.

3. SOIL TESTING LOCATIONS

3.1. DYEC Site Description

The DYEC is located at 1835 Energy Drive in Courtice Ontario. The Facility is situated north of a Canadian National rail corridor and the Courtice Water Pollution Control Plant, south of highway 401 and 418 interchange, and west of Darlington Energy Complex. The lands to the west are currently used for agricultural purposes.

The soil baseline study undertaken by Jacques Whitford during the Environmental Assessment (EA) study found that surface soils at the DYEC and in the surrounding area belong to the Darlington loam soil series having fair to good drainage and belonging to the hydrologic soil group 'C', with a typical curve number (CN) of 74. Underlying subsoil was characterized as Newmarket Till, a dense till comprised of clayey silt and sand.

3.2. Soil Testing Site Locations

The soil monitoring plan locations are linked to the ambient air monitoring locations as per section 13 (4) (a) of the Certificate of Approval. An upwind site is located at the Courtice Water Pollution Control Plant, approximately 1 km from the EFW site. This site optimizes siting criteria requirements and will act as a background monitoring station. This area is outside of the area of modeled maximum emissions outfall, is owned by the Region and will have very little potential for soil plot disturbance. A downwind site was selected on private property near Baseline and Rundle Road in Clarington, approximately 2.5 km from the EFW site. A property lease has been negotiated with the owner. This site is within the area of modeled maximum predicted emission outfall and is an ideal site for quantifying contaminant concentrations which may result from the DYEC facility emissions.

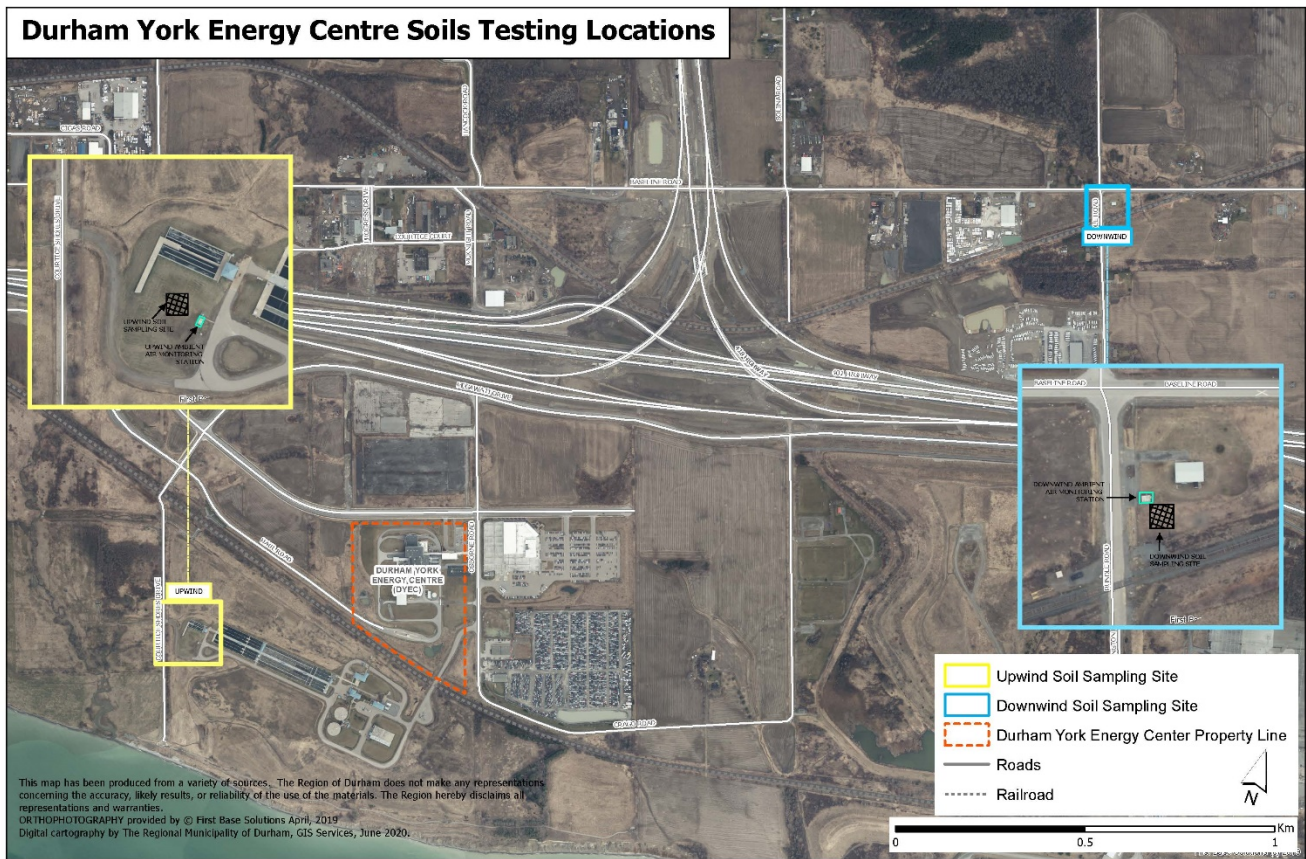
In late 2018, a temporary ambient air monitoring station, known as the fence line station, located in the northeast corner of the DYEC property was decommissioned. As ECA Condition 13 (4) (a) links ambient air monitoring to soil sampling, the soil sampling undertaken at this location was also discontinued. Soil testing reports completed prior to 2020 include results from the fence line station.

4. SOIL TESTING PLAN

4.1 Establishment of Soil Testing Site Location

In accordance with Certificate of Approval Condition 13 (4) (a), soil sampling locations are situated in the same location as the ambient air monitoring stations sited for the DYEC monitoring program. The Rundle Road and Baseline Road soil and ambient air sampling location occurs within the location of maximum predicted ground level concentration according to the dispersion modelling undertaken for the EA. A second sampling location, located at Courtice Water Pollution Control Plant, acts as a background monitoring station for comparison. The proposed locations for ambient air monitoring are based on the results of the air quality assessments, prevailing wind direction, locations of nearby residences, and the requirements outlined in the DYEC Ambient Air Monitoring Plan. In addition, dispersion model predictions are an aide in the siting of ambient air monitoring stations recommended by the United States Environmental Protection Agency (40 CFR, Part 58) (US EPA). A dispersion modeling study of emissions from the DYEC was completed as part of the approved EA for this project (Jacques Whitford, 2009). This study examined emissions of about 90 different contaminants of potential concern including criteria air contaminants, metals, PAHs, and dioxins/furans. The maximum off-property ground-level concentrations due to emissions from the DYEC were estimated using the CALPUFF dispersion model. The predicted maximum annual average concentration occurs approximately 1.5 km to the northeast of the DYEC, with another area of almost as high annual concentrations occurring about 1.5 km to the west-northwest of the DYEC. The soil and ambient air station locations are shown in Figure 2.

Figure 2: Soil Testing Locations



4.2. Soil Testing Frequency

The testing program commenced on August 22, 2013 (prior to commencement of facility operations) to monitor baseline soil quality in the absence of emissions from the DYEC (as per Certificate of Approval Condition 7 (10a)). Samples were collected annually during the first three years of facility operations, with samples being collected on August 25, 2015, August 17, 2016, and August 23, 2017.

In accordance with the approved Soil Testing Plan, soil testing has transitioned to sampling once every three years beginning in the 2020 operating year. Sampling is completed within the same season every three years or until notification is received from the MECP Regional Director advising that the monitoring is no longer required.

4.3. Surface Soils Field Sampling

Surface soil samples will be composite samples which are created in the field at the sampling location within a sampling grid.

Site field observations will be recorded during each sampling event. Geographical Positioning Systems (GPS) co-ordinates for each plot will be recorded and the plot locations will be marked with stakes to assist with the plot identification in future sampling events.

For each of the testing locations, one composite sample, comprised of a minimum of nine areas within an approximate 10 m by 10 m grid pattern, will be collected to a depth of 0-2 cm for the analysis of surface soil. Separate composite samples will be collected for inorganic analysis, dioxin and furan analysis and organics analysis. A sufficient quantity of sample must be collected to ensure proper analysis and quality control can be carried out at the laboratory. The laboratory should be contacted to ensure adequate quantity is collected.

4.4. Surface Soils Sample Retention

One sample from the initial sampling event will be retained for duplicate soil sample retention. Samples from each subsequent event must be retained until the soil testing report for those samples has been reviewed and accepted by the MECP in accordance with the following:

- a) Quantity of sample to be stored: A sufficient quantity shall be retained from the initial background sampling event to allow for at least one reanalysis for all the parameters that are being tested as per the plan.
- b) Containers for storage: Amber glass sample jars (typically about 180 to 225 ml).
- c) Method of storage: Cool dark and dry cupboard.

4.5. Sample Handling

Procedures that avoid cross-contamination of samples and degradation and loss of substances shall be used when soil is:

- (a) collected,
- (b) handled,
- (c) stored,
- (d) transported, and
- (e) analyzed.

Before any surface soil work begins, all equipment will be decontaminated in order to prevent cross contamination between sampling locations. Each piece of sampling equipment that comes into contact with soil during sampling will be decontaminated before work at each upwind and downwind sampling locations. Decontamination should include removing excess soil from equipment, washing with detergent to remove dirt, oils and grease, and rinsing with

de-ionized water to remove the detergent. For organic sampling the equipment should further be rinsed with acetone and hexane to eliminate the potential for cross contamination.

Sample handling, container requirements for parameter analysis, storage and preservations requirements must be carried out in accordance with the Protocol for Analytical Methods Used in the Assessment of Properties Under Part XV.1 of the Environmental Protection Act.

4.6. Field Documentation

Documentation of observations and data acquired in the field will provide information on the proper acquisition of samples and also provide a permanent record of field activities. These observations and data will be recorded in the field notebook or on the sample collection data sheets. In addition, each surface soil sampling location will be photographed and a qualified consultant will produce a map identifying the grid pattern used and the plot location layout. A summary of field data will be included with the Soil Testing Reports.

Field documentation should include the following:

- site name and photograph
- GPS coordinates for sample plot locations
- field personnel's name
- date, time and location of sample collection
- sample number/ID
- whether QA/QC samples were collected
- type of containers used for collection
- whether samples were preserved, and type and quantity of preservative
- sampling method and composite collection pattern/map of test plot area
- unusual site conditions
- weather conditions

4.7. Sample Transportation and Labeling

1. All sample containers must be well sealed and placed into a cooler with ice cubes (or ice packs) and protective packing materials if required.
2. Sample identification, labeling, documentation, and quality control will be implemented.

3. Laboratory submission and/or chain of custody forms are to be appropriately completed and signed, and soil samples are to be submitted to the laboratory within 24 hours of sampling.

5. LABORATORY ANALYSIS

5.1. Laboratory Analysis Requirement

All samples will must be submitted to a laboratory that is accredited by an internationally recognized accreditation body, such as the Canadian Association for Laboratory Accreditation (CALA) or the Standards Council of Canada (SCC) in accordance with the International Standard ISO/IEC17025:2005 – General requirements for the Competence of Testing and Calibration Laboratories.

Samples will be analyzed in accordance with Standard Methods for Soil and Sediment and/or the Protocol for Analytical Methods Used in the Assessment of Properties Under Part XV.1 of the Environmental Protection Act.

5.2. Analytical Parameters

A comprehensive list of analytical parameters were analyzed in the soil baseline sampling testing conducted by Jacques Whitford in 2009 for the HHERA which was completed for the EA. Based on those results, the predicted emissions, and Certificate of Approval Condition 13 (b) (ii), the parameters which will be tested will include Metals, Polycyclic Aromatic Hydrocarbons (PAH's), and Dioxins and Furans (PCDD/PCDF).

Table 1: Analytical Parameters for Soil Analysis

Metals	Polycyclic Aromatic Hydrocarbons (PAH's)	Dioxins and Furans (PCDD/PCDF)
Antimony	Anthracene	Total PCDD/PCDF (TEQ)
Arsenic	Benzo(a)fluorene	
Barium	Benzo(a)pyrene (TEQ)	
Beryllium	Benzo(b)fluorene	
Boron	Fluorene	
Cadmium		
Chromium (total)		
Chromium V1		
Cobalt		
Copper		
Lead		
Mercury		
Methyl Mercury		
Molybdenum		
Nickel		
Phosphorus		
Selenium		
Silver		
Thallium		
Tin		
Vanadium		
Zinc		

5.3. Analytical Parameters not Analyzed

VOC's were not chosen to be analyzed in soil, as ambient air emissions of these contaminants are expected to occur in trace amounts and predicted ambient concentrations of speciated VOCs are all well below method detection limits.

Ammonia (NH₃) was also not included for analysis in soil as the maximum predicted ambient air NH₃ concentration is less than the method detection limit.

5.4. Quality Assurance/Quality Control

Some or all of the following quality control measures will be performed during sample analysis for Quality Assurance/Quality Control purposes (QA/QC) in accordance with the Protocol for Analytical Methods Used in the Assessment of Properties Under Part XV.1 of the Environmental Protection Act.

- a) lab duplicate sample
- b) certified reference material (where applicable)
- c) field/travel blanks (where applicable)
- d) method blanks
- e) laboratory control sample/blank spike analyses
- f) matrix spike analysis (where applicable)
- g) surrogate recoveries (where applicable)
- h) internal standards
- i) calibration verifications

Certificates of Analysis must be provided by the testing laboratory.

6. REGULATORY CRITERIA

The soil samples will be evaluated against Table 1 of the Soil, Groundwater and Sediment Standards for use under Part XV.1 of the Environmental Protection Act (Table 1 Standards).

The Table 1 Standards are considered representative of upper limits of typical province-wide background concentrations in soils that are not contaminated by point sources and are the most conservative standards for which to evaluate data against.

7. CONTINGENCY PLAN

Where a sample collected and analysed exceeds a parameter in the Table 1 Standards, this sample area shall be re-sampled and analysed and noted in the testing report. If the resample parameter value is still in exceedance, the MECP shall be notified and the Regions will submit written recommendations regarding any corrective action that may be required within 90 days of the re-sampling event.

8. REPORTING

8.1. Soil Test Reporting

Within one month of completion of each soil testing event, the Regions will submit a soil testing report to the District Manager in accordance with Certificate of Approval Condition 15 (4). A letter dated January 28, 2014 from the MECP District Manager affirms the MECP considers the “soil testing event” to include completion of soil sample laboratory analysis.

Soil Testing Reports are kept on-site and be available for inspection by a Provincial Officer upon request. In addition, this testing plan and subsequent reports will be presented to the Energy from Waste Advisory Committee (EFWAC).

8.2. Posting to the Website

The Soil Testing Plan and the subsequent Soil Testing Reports shall be posted to the DYEC website.

9. REFERENCES

1. Soil, Groundwater and Sediment Standards for use under Part XV.1 of the Environmental Protection Act, April 15, 2011
2. Ontario Reg. 153/04 Records of Site Condition - Part XV.1 of the EPA
3. Ontario Reg. 179/11 EPA Amending Ontario. Reg. 153/04
4. Protocol for Analytical Methods Used in the Assessment of Properties Under Part XV.1 of the Environmental Protection Act, Ministry of Environment Laboratory Services Branch, Amended July 1, 2011
5. DYEC Ambient Air Monitoring Plan (Stantec, 2012)
6. Human Health and Ecological Risk Assessment Technical Study Report (Jacques Whitford, 2009)
7. Natural Environment Technical Study Report (Jacques Whitford, July 31, 2009)
8. Geotechnical Investigation Technical Study Report (Jacques Whitford, July 31, 2009)
9. Canadian Council of Ministers of the Environment, A Protocol for the Derivation of Environmental and Human Health Soil Quality Guidelines, 2006
10. EA Baseline Sampling Program (Jacques Whitford, 2008)



Regional Recovery Plan *Summary*



Highlights

- The Regional Recovery Framework and Action Plan was developed using international best practices for disaster recovery.
- The Regional Recovery Task Force provides strategic direction to the action plan. The Task Force is composed of representatives from key stakeholder groups including Regional senior leadership, healthcare, emergency services, community agencies and the business community.
- The Recovery Plan addresses key elements of recovery in a holistic way. It is founded on four pillars: Social, Built, Economic and Municipal.
- A set of 50 action items with short-term deliverables were identified as part of the Recovery Plan. Projects that aligned with strategic priorities were considered through a recovery lens including potential for job creation, community health and safety, restoration / remodeling of services, support to businesses, aid for vulnerable residents and long-term sustainability
- Many action items are covered using existing budgets. Other funding sources are being explored.
- Staff have set targets and key performance indicators for each action item over the next six months. A report describing the progress for each action item will be presented to Council in Fall 2020.
- The Regional Recovery Framework and Action Plan was endorsed by Regional Council on June 24, 2020



Goals of Recovery Plan

- Help to lead efforts to “flatten the curve” and protect public health and safety;
- Enhance services for our residents and businesses;
- Sustain Durham’s economic and community recovery;
- Support Regional employees; and
- Use the Regional Strategic Plan actions as a road map and adjust as needed.

Regional Recovery Task Force

- Susan deRyk, Interim President and CEO, Lakeridge Health
- Ben Earle, Executive Director, Feed the Need Durham
- Mark Morissette, Superintendent, Durham Regional Police Services
- Natalie Prychitko, CEO, Whitby Chamber of Commerce
- Stella Danos-Papaconstantinou, Commissioner Social Services
- Nancy Taylor, Commissioner Finance
- Bill Holmes, General Manager, Durham Region Transit
- Simon Gill, Director Economic Development & Tourism
- Sandra Austin, Director Strategic Initiatives



Social Pillar

Support for Vulnerable Residents

Supportive Housing: Social Services staff are working closely with Works, Finance and Planning to expedite the development of safe, innovative and supportive housing options for vulnerable, unsheltered residents. Short-term recommendations include development of approximately 50 units in Beaverton and a microhome pilot project.

Primary Care Outreach Program (PCOP):

Health and Social Services staff are identifying gaps/needs within vulnerable sectors to inform program redesign. During the pandemic, the PCOP Social Worker is providing counselling and service navigation through the hub and a mobile outreach model. The PCOP Paramedic is leading the mobile COVID-19 testing unit to support clients unable to attend Assessment Centres.

Health and Social Support: Social Services staff are collaborating with health and social service agencies in the Mission United partnership. The Back Door Mission is serving as a centralized location for support for the unsheltered population.

Quality of Life

Counselling / Mental Health Services: Family Services Durham is providing a barrier-free and accessible counselling, mental health, intimate partner violence response and case management services. Online and virtual services are being expanded as part of the Recovery Plan.

Change to Service Delivery in Long-Term Care (LTC) Homes:

Division of LTC is identifying ongoing staffing needs to increase workforce stability and enhance care. Expansion of virtual care will be explored to allow for more complex care to residents.

Child Care and Support to Families:

Children Services Division is exploring the expansion of EarlyON Child and Family Centres. Expand virtual support for families and virtual learning opportunities for staff.

Life Stabilization: Income and Employment Support Division are transitioning to provide virtual support for clients in the Ontario Works programs and exploring virtual wraparound case management services.

Social Investment

Strengthen Community Capacity: Social Services is engaging community leaders and not-for-profit agencies for COVID-19 response relating to identified priorities. Priority needs of vulnerable populations across the region are being identified using data and partner information.

Early Learning and Child Care Community:

Children Services is supporting health and safety education and recovery plan implementation in the early learning and childcare community. Durham Region child care centres opened on June 29.

Poverty Prevention: Social Services is promoting free virtual and alternative tax filing options for low income residents.

Community Social Investment Framework:

The framework will support the allocation of social services investments to community non-profits serving residents who are facing the greatest needs and barriers.

Public Health and Safety

COVID-19 Outbreaks: The Health Department is providing ongoing epidemiological assessment and surveillance and keeping the public informed via the COVID-19 Data Tracker.

Public Physical Distancing: Health Department staff are constantly reviewing evidence and recommendations to develop communications, guidance documents and resources for local stakeholders and the public.

Enhanced Routine Public Health Inspections:

Public health inspections will be expanded to include criteria related to COVID-19 public health advice.



Built Pillar

Modern Rapid Transit System

Rapid Transit Infrastructure Projects: Highway 2 Bus Rapid Transit, Simcoe Street Rapid Transit and the Lakeshore GO East extension projects, which will create jobs and support regional transit goals. Planning staff are establishing a Transit Oriented Development office. We will continue to advocate for approval of Durham's Investing in Canada Infrastructure Program application.

Building Transit Ridership: Durham Region Transit (DRT) ridership reduced by approximately 70 per cent during the pandemic. With fare collection reinstated and safety measures in place in July, staff will track emerging ridership patterns. DRT will and continue to engage with customers to instill passenger/customer trust and confidence.

Active Transportation

Update the Regional Cycling Plan and expand the Cycling Network: Planning staff are updating this sustainable transportation strategy and will identify segments to close gaps in cycling network.

Active Transportation Promotion: Programs for active and sustainable modes of travel will be implemented by staff across departments to support physical distancing and healthy activity.

Community Vitality

Community Improvement Plan: Planning staff are developing a Regional Community Improvement Plan to support the delivery of affordable housing and transit-oriented development.

Transformative Projects

Durham Forest Centre for Innovation and Resilience: Works staff are developing the concept and considering funding opportunities and partnerships for an Innovation and Resilience Centre (The Centre) as a net energy positive facility to test zero carbon technologies.

Community Development Housing and Service Hubs: Planning, Social Services and Works staff are developing a strategy for various Region-owned properties for new affordable housing and community-building.

Sustainability

Low Carbon Corporate Fleet Strategy: Staff are studying corporate fleet needs to identify opportunities to convert to a lower carbon (e.g. electric, renewable natural gas) Regional fleet. A strategy will guide transition.

Sustainable transit: DRT is promoting transit as a mode of sustainable travel by identifying e-bus and charging system requirements, deploying renewable energy technology to support infrastructure lighting, signage and passenger amenities at bus stops.

Durham Home Energy Savings Program: CAO staff are developing a community scale home energy retrofit program to transform the energy efficiency for existing residential buildings in Durham.

Corporate Climate Change Master Plan: CAO staff are developing a 10-year Corporate Climate Change Master Plan (2020-2030) with greenhouse gas (GHG) targets for Regional Council report in late fall 2020.

Electric Vehicle Charging Infrastructure Deployment: Electric vehicle charging infrastructure is expanding across the Region. Federal funding programs will be leveraged.

Nature-based Climate Solutions Program: CAO staff are developing a strategy to expand tree planting programs across the Region.

Climate Adaptation Vulnerability and Risk Assessment: Work is underway to identify and prioritize vulnerable structures, areas of urban flood risk and public health risks.



Economic Pillar

Small Business Support

Buy Local Campaign: Building awareness of downtowns and main-street businesses, to increase their traffic and revenues. Developing a foundation to build longer-term strategies to build community. Developed Downtowns of Durham website which is promoting over 850 businesses.

Emergency Support Programs: Providing a central point of contact for accurate and timely information for small businesses and a local resource to connect businesses to other partners.

Infrastructure Support for Business

Increased Broadband Services Across the Region:

Advancing high-priority action items from the broadband strategy, advocating for broadband funding, and working with internet service providers to accelerate the installation of fibre to under-served areas of the region.

Improved Access to Downtown and Business Areas:

Conducting a jurisdictional scan to review frameworks for improving access to downtown and business areas.

Business Attraction

Pre-servicing of Employment Lands: Staff are prioritizing work on the servicing of well-located and vacant employment lands to stimulate economic growth and job creation in Durham Region. A report will go to Council in 2020.

Cluster Development Around Durham's Key Sectors: Building and marketing the Energy, Environment and Engineering industry cluster as a means of investment attraction. A cluster development strategy will be developed.

Post-secondary Retraining Programs: Staff are promoting current and new post-secondary programming to up-skill and retrain workforce to adapt to the 'new normal' of our changed economy.

Smart Durham

Smart City Framework: In collaboration with the Canadian Urban Institute (CUI), CAO staff are developing a Regional Smart City framework. The framework will launch projects to support innovation, modernization and efficiency objectives.

CityStudio Durham: CAO staff are formalizing the Region's partnerships with the local post-secondary institutions by adopting the CityStudio model. CityStudio Durham will increase student engagement, promote innovative solutions and leverage projects from across Regional services. A web-portal has been established to foster the collaboration on projects to advance regional priorities.

Automated EV Shuttle Pilot: DRT is partnering with the Town of Whitby, SmartCone Technologies, Pacific Western Transportation and others to launch Canada's first autonomous electric shuttle pilot project aided by smart transportation infrastructure. The pilot will be the longest operation of its kind in Canada, both in terms of duration (12 months) and route length (six kilometres). The shuttle will operate on a loop between Whitby GO station and the Port Whitby area.

Innovation Community: The Economic Development and Tourism team is supporting the innovation community by transition to virtual events. Example support includes continued sponsorship of the Masterclass (virtual) speaker series and participation and promotion of Durham entrepreneurs at the Collision conference.



Municipal Pillar

Restoration Framework

Health and Safety: Corporate Services is supporting the Regional response to emerging orders and directives, intended to protect against the ongoing transmission of COVID-19 as staff return to work.

Financial Sustainability: Finance staff are working with all departments and DRPS to develop financial mitigation actions including cost containment and project deferral as appropriate to mitigate the projected financial implications of COVID-19. They are working with municipal associations and the provincial and federal government to advocate for financial assistance and legislative changes to mitigate the impacts of COVID-19.

Restoration of Regional Services: Durham Emergency Management (DEM) established a planning framework for the orderly restoration of Regional functions, services and activities halted due to the COVID-19 pandemic.

Legislative Changes: We are reviewing existing Delegation By-laws in relation to the updated Budget Management Policy and Purchasing By-Law. Along with by-laws related to conducting electronic meetings, delegations etc.

Staffing: We are performing an assessment to determine post-COVID staffing needs. There will be a focus on open recruitment and continuing virtual recruitment methods.

Modernization

Public Service Modernization: Using funding from the Provincial Audit and Accountability initiative, the Region reviewed and analyzed its Call Centres with a view to creating a 311 service for Durham. A 36-month project has been designed to integrate and implement the recommendations of these three reviews to modernize these areas.

Workplace Modernization Project: The Workplace Modernization Project seeks to address space challenges faced by our growing organization. Teleworking success during the COVID-19 crisis, acceleration of the digitization of Regional records, and innovative process improvements will directly affect how space is configured and used.

Digital Durham 2023

Baseline Performance: As part of the Digital Durham 2023 strategy, the Information Technology team is enhancing the infrastructure and maturity of the support network for Regional staff. The first step was documenting the existing infrastructure and environment.

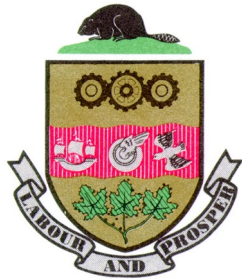
Platform for Analytics: Promoting the use of analytic tools to support departments and enable them to serve our citizens using evidence-based decision making.

Improve Emergency Response

After-Action Review: The project will establish a framework for Regional departments to undertake formal After-Action Reviews (AARs) of their response to the COVID-19 pandemic. AARs are a critical tool used after an emergency to highlight and learn from the successes and challenges encountered throughout the response.

Business Continuity Plans: Integrate results of after-action review findings into Business Continuity Plan. In 2020, staff will finalize the corporate Business Continuity policy and decide on business continuity software.





OSHAWA
ONTARIO, CANADA

OFFICE OF THE MAYOR

CITY OF OSHAWA
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MAYOR DAN CARTER

July 28, 2020

Honourable Justin Trudeau
Prime Minister
House of Commons
Ottawa, ON K1A 0A2

Dear Prime Minister,

The recent highly publicized interactions between members of police services and individuals in crisis in both the United States and Canada are calling for government and organizations to re-examine our systems and processes and take action.

I am writing today, on behalf of Oshawa City Council, to urge all levels of government in Canada to heed this call, and to commit to two significant actions. First, to commit to an investment of dedicated mental health units within police services and second, to establish an independent professional certification for all police personnel.

Police personnel are increasingly encountering individuals in our community dealing with complex mental health issues during their emergency calls. In fact, we are aware that police services across the country estimate that as many as a third of the calls to which police personnel respond are related in some way to a mental health issue.

Further, it is increasingly likely that police personnel are the first point of contact with individuals when arriving on scene of an incident.

Police services, such as the Durham Regional Police Service, have added dedicated personnel to respond to these types of calls, and this measure should be applauded. However, the current levels of mental health front line support to our community in our local, provincial and federal police service are woefully inadequate.

All levels of policing must commit to providing dedicated and fully funded mental health front line units who have specialized skills in mental health crisis intervention and de-escalation within their police service. This would include a team of a plain-clothes officer and mental health nurse. It is imperative that these units are available to respond to situations 24 hours a day, 7 days a week, and 365 days per year.

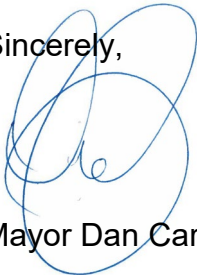
It's important to note, that this call for dedicated personnel does not replace the need for ongoing mental health awareness and de-escalation training for all personnel.

Secondly, we believe that the establishment of an independent professional certification for all police personnel, similar to certifications in other professions such as accounting and engineering, would be of benefit to police services across the country. This suggestion was brought forward through our local consultations.

This designation or accreditation could be received by individual police personnel. It is essential that the program be administered and overseen by an independent body, rather than through peers or police service organizations, to achieve greater accountability.

We believe that these two actions will have significant benefits for both our community and police personnel and will improve the accountability and effectiveness of police response in our communities.

Sincerely,



Mayor Dan Carter

cc: Hon. Doug Ford, Premier
John Henry, Regional Chair
MP Erin O'Toole
MP Colin Carrie
MPP Jennifer French
MPP Lindsay Park
Oshawa City Council
Chief Paul Martin, Durham Region Police Services
Association of Municipalities of Ontario, AMO
Bill Karsten, President, Federation of Canadian Municipalities
Durham Region Municipalities (Clerks)

Kevin Ashe, Durham Region Police Services Board

Norah Marsh, Acting Director of Education, Durham District School Board

Tracy Barill, Director of Education, Durham Catholic District School Board

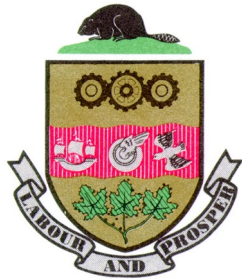
LUMCO

MARCO

Jeff McGuire, Executive Director, Ontario Association of Chiefs of Police

Peter Cuthbert, Interim Executive Director, Canadian Association of Chiefs of Police

Oshawa Community Diversity, Equity, Inclusion Committee



OSHAWA
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MAYOR DAN CARTER

July 28, 2020

John Henry
Regional Chair
Regional Municipality of Durham
605 Rossland Rd E
Whitby, ON L1N 6A3

Dear Chair Henry,

The recent highly publicized interactions between members of police services and individuals in crisis, in both the United States and Canada, are calling for organizations to re-examine systems and processes and take action.

I am writing today, on behalf of Oshawa City Council, to urge all levels of government in Canada to heed this call, and commit to an investment of dedicated mental health units within police services who are available at all times to effectively and appropriately respond to individuals in crisis in our communities.

Police personnel are increasingly encountering individuals in our community dealing with complex mental health issues during their emergency calls. In fact, we are aware that police services across the country estimate that as many as a third of the calls to which police personnel respond are related in some way to a mental health issue.

Further, it is increasingly likely that police personnel are the first point of contact with individuals when arriving on scene of an incident.

Police services, such as the Durham Regional Police Service, have added dedicated personnel to respond to these types of calls, and this measure should be applauded. However, the current levels of mental health front line support to our community in our local, provincial and federal police service are woefully inadequate.

All levels of policing must commit to providing dedicated and fully funded mental health front line units who have specialized skills in mental health crisis intervention and de-escalation within their police service. This would include a team of a plain-clothes officer and mental health nurse. It is imperative that these units are available to respond to situations 24 hours a day, 7 days a week, and 365 days per year.

It's important to note, that this call for dedicated personnel does not replace the need for ongoing mental health awareness and de-escalation training for all personnel.

We believe that this action will have significant benefits for both our community and police personnel and will improve the effectiveness of police response in our communities.

Sincerely,



Mayor Dan Carter

cc: Chief Paul Martin, Durham Region Police Services
MP Erin O'Toole
MP Colin Carrie
MPP Jennifer French
MPP Lindsay Park
Oshawa City Council
Association of Municipalities of Ontario, AMO
Bill Karsten, President, Federation of Canadian Municipalities
Kevin Ashe, Durham Region Police Services Board
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Norah Marsh, Acting Director of Education, Durham District School Board
Tracy Barill, Director of Education, Durham Catholic District School Board
LUMCO
MARCO
Jeff McGuire, Executive Director, Ontario Association of Chiefs of Police
Peter Cuthbert, Interim Executive Director, Canadian Association of Chiefs of Police
Oshawa Community Diversity, Equity, Inclusion Committee

Sent by Email

July 31, 2020

The Honourable Doug Ford
Premier of Ontario
Member of Provincial Parliament, Etobicoke North
doug.fordco@pc.ola.org

Subject: Re: Construction Noise
File: A-1400-001-20

The Council of the Corporation of the City of Pickering considered the above matter at a meeting held on July 27, 2020 and adopted the following resolution:

WHEREAS, the Province of Ontario enacted legislation under Section 451.1 of the *Municipal Act, 2001*, S.O. 2001, c. 25, removing all powers for a municipality to prohibit and regulate with respect to noise caused by any construction;

And Whereas, the City of Pickering understands the need for construction projects and services in a municipality associated with the healthcare sector, including new facilities, expansions, renovations and conversion of spaces that could be repurposed for healthcare space, to be completed in a timely manner by permitting such construction without any time limits;

And Whereas, the Province further enabled any other construction activity in a municipality to take place between the hours of 6:00 am and 10:00 pm, seven days a week;

And Whereas, by removing the ability of a municipality to regulate construction noise when it impacts established residential communities, residents rights to reasonable enjoyment of their property have been breached, including young children and persons that are being disturbed and impacting their ability to sleep;

And Whereas, the City of Pickering Noise By-law regulates activities prohibited by time, including the operation of construction equipment from 7:00 am to 7:00 pm on Sundays and statutory holidays;

Now Therefore be it resolved that the Council of The Corporation of the City of Pickering request that the Legislation be amended to exclude residential construction where it is part of an existing neighbourhood, enabling municipalities to enforce its own noise by-laws;

And that a copy of this resolution be forwarded to the Premier of Ontario, all Durham MPPs and the Region of Durham.

Should you require further information, please do not hesitate to contact the undersigned at 905.420.4660, extension 2019.

Yours truly



Susan Cassel
City Clerk

SC:rp

Copy: Lorne Coe, Member of Provincial Parliament, Whitby
Jennifer French, Member of Provincial Parliament, Oshawa
Lindsey Park, Member of Provincial Parliament, Durham
The Hon. Rod Phillips, Member of Provincial Parliament, Ajax
The Hon. Laurie Scott, Member of Provincial Parliament, Haliburton-Kawartha Lakes-Brock
The Hon. Peter Bethlenfalvy, Member of Provincial Parliament, Pickering-Uxbridge
Ralph Walton, Regional Clerk/Director of Legislative Services, Regional Municipality of Durham

Interim Chief Administrative Officer

Sent by Email

July 31, 2020

Ralph Walton
Regional Clerk/Director of Legislative Services
Regional Municipality of Durham
clerks@durham.ca

Subject: Director, City Development & CBO, Report PLN 12-20
The Municipal Comprehensive Review of the Durham Regional Official Plan:
- Transportation System Discussion Paper, October 2019
File: A-1400-001-20

The Council of the Corporation of the City of Pickering considered the above matter at a meeting held on July 27, 2020 and adopted the following resolution:

1. Beyond the “In Delivery” and “In Development” transit projects, City staff identifies the following transit projects that would assist in attracting transit riders and transit supportive development:
 - a) the establishment of the Whites Road Priority Bus, extending from the Pickering GO Station along Bayly Street to Whites Road to Highway 7 (and providing connections to lands in Seaton designated high density residential and Community Node, and to lands in the Seaton Innovation Corridor);
 - b) the implementation of light rail transit along Kingston Road; and,
 - c) the extension of GO rail service to Seaton.
2. Staff recommends that the Region only designate Regional Corridors adjacent to the arterial road corridors that are part of the High Frequency Transit Network;
3. Staff recommends that Transit Oriented Development policies and guidelines for Strategic Growth Areas (SGA) be tailored to the planned level of transit service, providing there is sufficient flexibility at the area municipal level to respect the local context of the specific SGA;

4. Staff supports the development of strategic and transportation-related policies in furtherance of Transit Oriented Development in Major Transit Station Areas, similar to those currently applied to Regional Centres;
5. Staff advises that a key issue that needs to be addressed to increase ridership from transit-supportive development is to allow closer traffic signal spacing to facilitate pedestrian crossings;
6. Staff supports the designation of additional Transit Hubs in the Regional Official Plan, corresponding with designated or future Urban Growth Centres, Regional Centres, or Major Transit Station Area, and providing there is sufficient flexibility at the area municipal level to respect the local context of the specific location;
7. Staff advises that when assessing new development, and reconstructing or building new public roads, new Regional Official Plan policies that would better support planning for all road users include:
 - a) policies indicating that a “complete street” includes the provision of sidewalks/multi use paths, boulevard planting and street lighting, and that it is a Regional responsibility to provide the pedestrian/cycling, planting and street lighting components of a complete street on Regional roads;
 - b) policies allowing closer entrance and intersection spacing along arterials; and,
 - c) policies allowing closer traffic signal spacing along arterials to assist pedestrian crossings, and in keeping with transit-supportive development;
8. Staff advises that the Regional Official Plan could recognize or plan for enhanced trail connections through areas such as hydro corridors, by including:
 - a) an informational map in the Regional Official Plan showing existing cycling and pedestrian trail networks, identifying gaps and opportunities; and,
 - b) a policy encouraging stakeholders (such as the area municipalities, conservation authorities, cycling and trail associations and committees, etc.) to collaborate with the Region to pursue new cycling/trail connections.
9. Staff supports incorporating into the Regional Official Plan future right-of-way width requirements for specific segments of arterial roads, particularly those sections within or adjacent to Strategic Growth Areas, as this may assist with development application review and Class Environmental Assessments (Class EA);

10. Staff advise that it is appropriate that the Regional Official Plan address using an integrated Class EA and *Planning Act* process in new growth areas to optimize the alignment and design of arterial roads as the combined processes would allow for a comprehensive evaluation, reduce duplication in meeting Provincial requirements, and expedite development;
11. With regards to the Region continuing its support for carpooling, staff recommends the Region:
 - a) play a larger role in the provision of purpose-built commuter lots beyond the Small Urban and Rural Carpool Lot Program to implement commuter lots along major arterial roads and highways;
 - b) continue its role engaging with area municipalities and businesses to promote carpooling programs in key destinations that provide connectivity to transit and active transportation networks both within and between municipalities in the GTHA; and,
 - c) seek the use of more social media tools and real-time information to facilitate user participation and parking availability to enhance the effectiveness of carpool programs;
12. Staff identifies that the potential implications of emerging technologies on the Region's transportation system may include:
 - a) opportunities to adapt existing infrastructure to improve mobility options, such as taking away a vehicular lane and reallocating it for cyclist and pedestrians;
 - b) continued transformation and impacts to industry, labour, and consumer behaviour, and the resulting changes in travel patterns;
 - c) increased demand for secure, reliable and widespread broadband infrastructure across the Region so that the many technologies (such as on-demand travel options for Uber or Lyft, car and bike sharing, etc.) are available to all;
 - d) reduced individual auto use and ownership, and decreased share of transit users as users take advantage of the increase in fast, flexible, and convenient mobility options;
 - e) an increasing need for well connected and integrated physical transportation infrastructure so that users can easily transfer between transportation services and modes; and,
 - f) increased disparity between lower and higher income communities, as many of the emerging technologies may be more expensive than traditional public transportation (since they require the use of a smart phone and internet connection).

13. Staff recommends that, in addition to supporting the Regional economic role of the ports, the Regional Official Plan also include a policy about the importance of maintaining the safety, security, and environmental protection of these waterfront employment lands to ensure the long-term use of the lands and future expansions or redevelopment as necessary;
14. Staff recommends that supporting the Strategic Goods Movement while preserving a complete streets approach include design standards that not only best manage the movement of goods (e.g., implementing street elements for loading and deliveries, traffic calming, off-hour delivery programs), but also supports Durham Vision Zero to mitigate pedestrian/cyclist and freight conflicts;
15. Staff suggests the Region consider introducing an electric mobility strategy in relation to infrastructure, land use, and goods movement strategies as part of the Transportation System;
16. The Region is requested to assist Pickering in:
 - a) working with VIA Rail and Metrolinx to implement high frequency service on the CPR Havelock rail line; and,
 - b) identifying the appropriate location for a VIA Rail station along the CPR Havelock rail line within, or in proximity, to the Federal Pickering Lands as part of the transportation system component of Envision Durham.
17. The Region is requested to support Pickering's interest in establishing a VIA Rail stop at the Pickering GO Station to help increase higher order transit connections to and from the Region.

A copy of the report PLN 12-20 is attached for your reference.

Should you require further information, please do not hesitate to contact the undersigned at 905.420.4660, extension 2019.

Yours truly



Susan Cassel
City Clerk

SC:rp
Enclosure

Copy: Interim Chief Administrative Officer
Director, City Development & CBO

From: Kyle Bentley
Director, City Development & CBO

Subject: The Municipal Comprehensive Review of the Durham Regional Official Plan:
- Transportation System Discussion Paper, October 2019
- File: A-2100-020

Recommendation:

1. Beyond the “In Delivery” and “In Development” transit projects, City staff identifies the following transit projects that would assist in attracting transit riders and transit supportive development:
 - a) the establishment of the Whites Road Priority Bus, extending from the Pickering GO Station along Bayly Street to Whites Road to Highway 7 (and providing connections to lands in Seaton designated high density residential and Community Node, and to lands in the Seaton Innovation Corridor);
 - b) the implementation of light rail transit along Kingston Road; and
 - c) the extension of GO rail service to Seaton;
2. Staff recommends that the Region only designate Regional Corridors adjacent to the arterial road corridors that are part of the High Frequency Transit Network;
3. Staff recommends that Transit Oriented Development policies and guidelines for Strategic Growth Areas (SGA) be tailored to the planned level of transit service, providing there is sufficient flexibility at the area municipal level to respect the local context of the specific SGA;
4. Staff supports the development of strategic and transportation-related policies in furtherance of Transit Oriented Development in Major Transit Station Areas, similar to those currently applied to Regional Centres;
5. Staff advises that a key issue that needs to be addressed to increase ridership from transit-supportive development is to allow closer traffic signal spacing to facilitate pedestrian crossings;
6. Staff supports the designation of additional Transit Hubs in the Regional Official Plan, corresponding with designated or future Urban Growth Centres, Regional Centres, or Major Transit Station Area, and providing there is sufficient flexibility at the area municipal level to respect the local context of the specific location;
7. Staff advises that when assessing new development, and reconstructing or building new public roads, new Regional Official Plan policies that would better support planning for all road users include:

- a) policies indicating that a “complete street” includes the provision of sidewalks/multi use paths, boulevard planting and street lighting, and that it is a Regional responsibility to provide the pedestrian/cycling, planting and street lighting components of a complete street on Regional roads;
 - b) policies allowing closer entrance and intersection spacing along arterials; and
 - c) policies allowing closer traffic signal spacing along arterials to assist pedestrian crossings, and in keeping with transit-supportive development;
8. Staff advises that the Regional Official Plan could recognize or plan for enhanced trail connections through areas such as hydro corridors, by including:
- a) an informational map in the Regional Official Plan showing existing cycling and pedestrian trail networks, identifying gaps and opportunities; and
 - b) a policy encouraging stakeholders (such as the area municipalities, conservation authorities, cycling and trail associations and committees, etc.) to collaborate with the Region to pursue new cycling/trail connections;
9. Staff supports incorporating into the Regional Official Plan future right-of-way width requirements for specific segments of arterial roads, particularly those sections within or adjacent to Strategic Growth Areas, as this may assist with development application review and Class Environmental Assessments (Class EA);
10. Staff advise that it is appropriate that the Regional Official Plan address using an integrated Class EA and *Planning Act* process in new growth areas to optimize the alignment and design of arterial roads as the combined processes would allow for a comprehensive evaluation, reduce duplication in meeting Provincial requirements, and expedite development;
11. With regards to the Region continuing its support for carpooling, staff recommends the Region:
- a) play a larger role in the provision of purpose-built commuter lots beyond the Small Urban and Rural Carpool Lot Program to implement commuter lots along major arterial roads and highways;
 - b) continue its role engaging with area municipalities and businesses to promote carpooling programs in key destinations that provide connectivity to transit and active transportation networks both within and between municipalities in the GTHA; and
 - c) seek the use of more social media tools and real-time information to facilitate user participation and parking availability to enhance the effectiveness of carpool programs;
12. Staff identifies that the potential implications of emerging technologies on the Region’s transportation system may include:
- a) opportunities to adapt existing infrastructure to improve mobility options, such as taking away a vehicular lane and reallocating it for cyclist and pedestrians;
 - b) continued transformation and impacts to industry, labour, and consumer behaviour, and the resulting changes in travel patterns;

- c) increased demand for secure, reliable and widespread broadband infrastructure across the Region so that the many technologies (such as on-demand travel options for Uber or Lyft, car and bike sharing, etc.) are available to all;
 - d) reduced individual auto use and ownership, and decreased share of transit users as users take advantage of the increase in fast, flexible, and convenient mobility options;
 - e) an increasing need for well connected and integrated physical transportation infrastructure so that users can easily transfer between transportation services and modes; and
 - f) increased disparity between lower and higher income communities, as many of the emerging technologies may be more expensive than traditional public transportation (since they require the use of a smart phone and internet connection);
13. Staff recommends that, in addition to supporting the Regional economic role of the ports, the Regional Official Plan also include a policy about the importance of maintaining the safety, security, and environmental protection of these waterfront employment lands to ensure the long-term use of the lands and future expansions or redevelopment, as necessary;
14. Staff recommends that supporting the Strategic Goods Movement while preserving a complete streets approach include design standards that not only best manage the movement of goods (e.g., implementing street elements for loading and deliveries, traffic calming, off-hour delivery programs), but also supports Durham Vision Zero to mitigate pedestrian/cyclist and freight conflicts;
15. Staff suggests the Region consider introducing an electric mobility strategy in relation to infrastructure, land use, and goods movement strategies as part of the Transportation System;
16. The Region is requested to assist Pickering in:
- a) working with VIA Rail and Metrolinx to implement high frequency service on the CPR Havelock rail line; and
 - b) identifying the appropriate location for a VIA Rail station along the CPR Havelock rail line within, or in proximity, to the Federal Pickering Lands as part of the transportation system component of Envision Durham; and
17. The Region is requested to support Pickering's interest in establishing a VIA Rail stop at the Pickering GO Station to help increase higher order transit connections to and from the Region.
-

Executive Summary: On October 1, 2019, the Regional Municipality of Durham released the Transportation System Discussion Paper, the fifth in a series of discussion papers to be released as part of "Envision Durham" – The Municipal Comprehensive Review of the Regional Official Plan. Comments were requested by December 30, 2019. City staff informed Regional staff that we were unable to meet their deadline.

Financial Implications: The recommendations of this report do not present any financial implications.

1. Purpose

The purpose of this report is to obtain Council's approval of staff's recommendations to the Region of Durham, on the Transportation Discussion Paper. Appendix I contains the comments and recommendations on the Discussion Paper.

2. "Envision Durham" – The Municipal Comprehensive Review of the Durham Regional Official Plan

An Official Plan provides a vision for the future orderly development of a municipality through a set of policies and maps. The *Planning Act*, which is provincial legislation governing land use planning in Ontario, requires that a municipality regularly review and update its Official Plan. With this in mind, the Region is reviewing the Durham Regional Official Plan. Once the Region has completed its Official Plan review, the City will be in a position to review the Pickering Official Plan.

The first stage of the Region's Official Plan Review focuses on public engagement, and includes the preparation of a series of discussion papers. These discussion papers address the following major areas: agriculture and rural systems; climate change and sustainability; growth management; the environment and greenlands system; transportation system; and housing; (see Overview of the Region of Durham's Municipal Comprehensive Review of its Official Plan, Attachment #1).

3. The Transportation System Discussion Paper

The Region has released the fifth of its discussion papers, Transportation System. The paper provides observations about transportation trends within Durham and the Greater Toronto and Hamilton Area (GTHA) and the background of the current provincial and regional policy context. Further, the paper provides an overview and discussion of numerous transportation related land use planning and policy matters, including: transit oriented/supportive development; public transit; active transportation; roads and corridor protection; travel choices; and goods movement.

The paper can be found online at: <https://www.durham.ca/en/doing-business/resources/Documents/PlanningandDevelopment/2019-P-41-Envision-Durham-Transportation-System-Discussion-Paper-CR-and-Attachment-1.pdf>

4. Staff Comments

The paper poses 16 questions for discussion. City staff have undertaken a detailed review of the Transportation System Discussion Paper (see Appendix I), and the response to the questions form the recommendations of this Report.

Appendix

Appendix I Staff Review of the Transportation System Discussion Paper

Attachment

1. Overview of the Region of Durham’s Municipal Comprehensive Review of its Official Plan
-

Prepared By:

Original Signed By

Doris Ho, MCIP, RPP
Planner I

Original Signed By

Déan Jacobs, MCIP, RPP
Manager, Policy & Geomatics

DJ:CR:ld

Approved/Endorsed By:

Original Signed By

Catherine Rose, MCIP, RPP
Chief Planner

Original Signed By

Kyle Bentley, P. Eng.
Director, City Development & CBO

Recommended for the consideration
of Pickering City Council

Original Signed By

Marisa Carpino, M.A.
Interim Chief Administrative Officer

**Staff Review of the
Transportation System Discussion Paper**

Staff Review of the Transportation System Discussion Paper

1. Questions for Consideration

On October 1, 2019, the Region, as part of the second stage (“Discuss”) of their public engagement program, released the Transportation System Discussion Paper (the Paper), the fifth in a series of discussion papers to be released as part of “Envision Durham”.

The Paper provides an overview of the current provincial and Regional policy framework related to transportation planning; highlights key travel trends for Durham residents and their impacts on the Transportation System; outlines new provincial and Regional policy requirements and directions; and identifies preliminary approaches to update the Region’s transportation system. The Paper also poses a number of questions to leverage discussion and feedback, including:

1. Beyond “In Delivery” and “In Development” transit projects, which projects do you feel will have the greatest benefit to increase transit use and promote transit supportive development in Durham?
2. Should the Region only designate Regional corridors adjacent to the High Frequency Transit Network?
3. Should Transit Oriented Development policies and guidelines for Strategic Growth Areas be tailored to the planned level of transit service?
4. Do you support Major Transit Station Areas having specific transportation-related policies to support their development as Transit Oriented Development places, similar to those already applied to Regional Centres?
5. What up-front considerations should the Regional Official Plan provide with respect to transit supportive development outside of Strategic Growth Areas?
6. Do you support a new Transit Hub designation and policies as part of the Regional Official Plan?
7. How can Regional Official Plan policies support planning for all road users when assessing new developments and reconstructing or building new roads?
8. How should the Regional Official Plan recognize or plan for enhanced trail connections as key active transportation linkages within hydro corridors and Waterfront Areas?
9. Would providing clearer future right-of-way requirements for specific sections of arterial roads in the Regional Official Plan be beneficial for development application review or Class Environmental Assessment studies?
10. Is it appropriate that the Regional Official Plan address an integrated Class Environmental Assessment and *Planning Act* process in new growth areas to optimize the alignment and design for arterial roads?
11. Are there aspects of Transportation Demand Management beyond employer and school trips, and review of development applications, that should be addressed in greater detail in the Regional Official Plan?

12. What should the Region's role be in supporting carpooling, and in what locations would this be most appropriate?
13. What are the potential implications of emerging technologies on the Regional Transportation System?
14. How should the Regional Official Plan be enhanced to better support the role of ports to the regional economy, such as the Port of Oshawa and the St. Marys Cement dock facility?
15. What should the Region consider in supporting the Strategic Goods Movement Network while preserving a complete streets approach for all road users?
16. Have we missed any trends that you feel should be reviewed and considered in the Transportation System context as part of Envision Durham?

This Discussion Paper, through Envision Durham, is focusing on those actions and recommendations of Durham's Transportation Master Plan (TMP) (see section 5.3 of this Appendix) that have broad implications on land use and design aspects of the Regional Official Plan (ROP), particularly through the Growth Management Study work and additional review of the Transportation System. Questions for discussion and feedback will help further articulate the vision of the TMP and how it can be better integrated with land use change and development.

The following sections provide a high level overview of the Paper, and provide comments and responses to the questions posed with recommendations highlighted in **bold** on matters that should also be addressed through the Municipal Comprehensive Review.

2. **Transportation Trends in Durham**

The Paper identifies some of the transportation trends and observations in Durham compared to the Greater Toronto and Hamilton Area (GTHA) over the last decade. During this period, both population and employment have grown in Durham resulting in an increased number of trips during the weekday. Increase in travel demand has facilitated growth of the transportation system but also contributed to increased congestion and travel delays.

Some of the key commuting and travel patterns are:

- Durham Region Transit (DRT) ridership has increased from 6.94 million passengers in 2006 to 10.26 million passengers in 2016.
- Out-commuting by Durham residents to locations of employment outside the Region has increased, mostly to Toronto and York Region.
- The 2016 Census revealed Durham residents had the longest average commute of 35 minutes, compared to other upper-and single-tier municipalities in the GTHA.
- Durham residents who took public transit as their primary mode of travel had the longest average commute time of 62.5 minutes (largely accounted by GO train trips) compared to other GTHA municipalities.
- Elementary and secondary school travel by active modes or public transit are declining while auto trips are increasing, which is generally consistent with trends across the GTHA.

- Public transit represented about 11 percent of morning peak period work trips made by Durham residents compared to 10 percent in 2006, and is forecasted to reach 20 percent by 2031.
- The percentage of Durham residents staying in Durham to work is expected to rebound from 48 percent in 2016 to 58 percent in 2031.
- Pickering has the highest share of travelers arriving at the GO Station by walking or cycling (8 percent) compared to travelers by the same modes to other GO Stations within Durham.

3. Transportation Infrastructure Expansion

Travel demand has consistently increased since 2006. Accordingly, DRT, Metrolinx, and the Province of Ontario have completed expansions to the road network, the addition of commuter parking facilities, and enhancements of public transit services within the Region. The most significant additions to the provincial highway network have been the extension of Highway 407 from Brock Road in Pickering to Highway 35/115 in Clarington, and the construction of Highways 412 and 418 in Whitby and Clarington respectively.

In 2018, there was approximately 50 km of cycling facilities on Regional road rights-of-way. Enhancements, such as boulevard multi-use paths and paved shoulder bike lanes, were added during the last several years. In Pickering and Ajax, buffered bike lanes on sections of Kingston Road were constructed as part of the initial phasing of the Highway 2 Bus Rapid Transit (BRT) (i.e., frequent bus service between downtown Oshawa and Scarborough City Centre).

Multiple key transit expansion and infrastructure initiatives have been implemented since 2006, including service expansion along the GO Lakeshore East rail line and the launch of the BRT lanes along Kingston Road for the Pulse 900 Highway 2 service. As of year-end 2018, annual ridership on the Pulse 900 Highway 2 service was almost three million passengers.

4. Provincial Policy for Transportation Planning

Through Envision Durham, multiple provincial and regional transportation-related plans are being reviewed. These plans include: the Provincial Policy Statement (2020); A Growth Plan for the Greater Golden Horseshoe, which identifies Priority Transit Corridors; Metrolinx's Regional Transportation Plan, which identifies a Frequent Rapid Transit Network; Metrolinx's Mobility Hub Guidelines; the Ministry of Transportation's (MTO) Greater Golden Horseshoe Transportation Plan, which will incorporate transit and other transportation networks included in the Metrolinx Plan; MTO's Transit-Supportive Guidelines; and MTO's Freight-Supportive Guidelines. These plans and guidelines provide policies and direction on the planning and development of transportation infrastructure, corridors, and networks for the movement of pedestrians, vehicles, goods, and the integration of transportation planning with land use.

Metrolinx has identified Frequent Rapid Transit Network projects across the GTHA that are either “In Delivery” (i.e., projects in the engineering design stage or under construction) or “In Development” (i.e., projects in advance stages of planning and design). In Durham Region, Metrolinx introduced 2 “In Delivery” transit projects – the GO Rail 15-minute Two-Way All-Day service along the Lakeshore East GO line to Oshawa, and peak two-way 15 minute service on the Lakeshore East GO Rail extension to Bowmanville (subject to the alignment being confirmed). The Durham-Scarborough BRT along Highway 2/Kingston Road is identified as an “In Development” project within Durham Region.

In response to Question 1, beyond the “In Delivery” and “In Development” transit projects noted above, **City staff identifies that the following transit projects would assist in attracting transit riders and transit supportive development:**

- a) **the establishment of the Whites Road Priority Bus, extending from the Pickering GO Station along Bayly Street to Whites Road to Highway 7 (and providing connections to lands in Seaton designated high density residential and Community Node, and to lands in the Seaton Innovation Corridor);**
- b) **the implementation of light rail transit along Kingston Road; and**
- c) **the extension of GO rail service to Seaton.**

5. Regional Policy for Transportation Planning

The Discussion Paper provides an outline of the Regional policy plans, guidelines, and strategies that apply to Durham’s transportation system. These policy documents provide direction for infrastructure needs, design requirements, transit service, and programs to support the growth and development of communities through the efficient movement of people and goods. Through Envision Durham, the various policy documents will be reviewed for the consideration of incorporating or strengthening transportation policies into the ROP.

5.1 Durham Region Strategic Plan

Durham’s current Strategic Plan, 2015-2019, supports goals and strategies that transportation planning fulfill in the vision for growth and development in various communities across the Region. A new Strategic Plan is in the process of being developed. Its directions will be considered and incorporated into the ROP through Envision Durham.

5.2 Durham Regional Official Plan

The Transportation System comprises one of the primary components of the ROP, with the Urban System, Greenlands System, and the Rural System being the other three. The Transportation System of the ROP contains specific designations for existing and planned facilities, as follows:

- **Road Network** – consisting of freeways and a hierarchy of roads, currently referred to as Type A, B and C Arterials;
- **Transit Priority Network** – with freeways, arterial road transit corridors, and commuter rail lines; and
- **Strategic Goods Movement Network** – including roads, railways, airports and ports.

The designations are shown on a series of maps in Schedule 'C' of the ROP. The ROP has supporting policies for these network elements, and for active transportation related to pedestrian connectivity and cycling/trail facilities. Additionally, the ROP contains transportation related policies supporting the development of healthy and complete communities, and the various components of the Urban System.

5.3 Durham Transportation Master Plan

In December 2017, Regional Council endorsed Durham's TMP, which defines the Region's transportation needs to 2031 and beyond. Regional Council adopted Amendment #171 to the ROP in June 2018 to implement key transportation network recommendations and supporting policies made in the TMP. The Durham TMP supports planned growth and development consistent with the current ROP, and contains a multi-modal approach in its recommendations and actions reflecting "complete streets" principles. The TMP provides a foundation for the Envision Durham review of the Transportation System.

5.4 Regional Cycling Plan and Regional Trail Network

The Regional Cycling Plan, approved by Regional Council in 2012, provides direction for a Region-wide cycling network through recommendations for planning, design, and implementation. A Primary Cycling Network was implemented in 2012, comprising existing and planned cycling facilities that connect major centres, destinations, GO Stations and other transit hubs, and external municipalities (e.g., Toronto) on arterial roads.

The Cycling Plan also recognizes a Regional Trail Network and local routes defined by area municipal active transportation plans or within TMP's. The Regional Trail Network identifies existing off-road public trails throughout Durham, including inter-regional routes such as the Waterfront Trail and The Great Trail (formerly the Trans Canada Trail), and proposed or desired linkages.

An update to the Cycling Plan commenced in early 2020. It will review the Cycling Network in the context of area municipal and other provincial and regional plans for the implementation of cycling routes and facilities. The City of Pickering's Integrated Transportation Master Plan, which is nearing completion, will include recommendations and plans regarding active transportation to build upon and complement the Region's TMP.

5.4 Arterial Corridor Guidelines

Durham's Arterial Corridor Guidelines, approved by Regional Council in 2007, are a set of potential strategies and common reference points to be applied when planning and designing arterial roads in the Region. The guidelines provide design criteria for arterial rights-of-way to help balance mobility and access. The Durham TMP recommended an update to the Arterial Corridor Guidelines to contemporize the criteria to reflect "complete streets" principles for road, cycling, and transit facility design standards and guidelines.

5.5 Durham Region Transit Strategy

DRT completed a Five-Year Service Strategy in 2016. The Strategy's objective is to grow ridership throughout Durham via service improvements and service expansions to new neighbourhoods and developments. The Strategy's High Frequency Transit Network, terminals and stations, form the basis for further infrastructure investments. An update to the Five-Year Service Strategy was planned for early 2020.

6.0 Policy Considerations

The following six themes provide the framework for analyzing the transportation system as part of Envision Durham:

- Land use and transportation
- Public transit
- Active transportation
- Roads and corridor protection
- Travel choices
- Goods movement

6.1 Land Use and Transportation

The ROP contains a series of policies that supports the integration of land use and transportation as part of the Regional structure.

As noted in section 5.2 above, the Transit Priority Network is one of the three components of the ROP's Transportation System. The Transit Priority Network operates on freeways, arterial roads, and commuter rail. Focusing on the role of arterial roads, the Region had further classified arterials that contribute to the **Transit Priority System**, as follows:

- **Rapid Transit Spines** have dedicated transit lanes in most sections that intersect with local transit services. In Durham, Kingston Road/Highway 2 from Pickering to Highway 418, and Simcoe Street from Bayly Street to Highway 7, are Rapid Transit Spines;
- **High Frequency Transit Network** consists of buses in planned High Occupancy Vehicle (HOV) lanes, or buses in mixed traffic, with transit signal priority at major intersections. Planned HOV lanes may be converted to dedicated bus lanes as growth in ridership warrants. Most Type A and B Arterial roads in the urban area of Durham are identified as part of the High Frequency Network; and
- **Other Transit Connections** facilitate longer distance trips, providing direct links to transportation hubs and commuter stations from smaller urban and rural areas.

Lands designated 'Regional Corridor' are to be planned as higher density, mixed use areas, supporting higher order transit service and with an extensive pedestrian network.

With the recent updates to the ROP arising from Amendment #171, certain arterial roads were identified to be part of the High Frequency Transit Network. However, not all roads identified as part of the High Frequency Transit Network have a Regional Corridor designation adjacent to them, and some roads that are not part of the High Frequency Network do have Regional Corridors designated next to them. The Region is asking for input on how this mismatch should be addressed.

In response to Question 2, in addition to maintaining the Regional Corridor land use designation adjacent to Rapid Transit Spines, **staff recommends that the Region only designate Regional Corridors adjacent to the arterial road corridors that are part of the High Frequency Transit Network.**

7.2 Transit-Oriented Development

Transit Oriented Development (TOD), or as the Province is now calling it, “Transit Oriented Communities”, is the clustering of high density, compact, mixed use development that supports transit ridership and pedestrian access to transit infrastructure. In order to support TOD, the Region’s TMP recommends the development of TOD guidelines and enabling policies in the ROP to ensure Strategic Growth Areas (SGA) (such as locations next to a GO Station) develop as TOD places in the near and long-term. A TOD Strategy was drafted as part of the Durham Long-Term Transit Strategy Study. Although the Strategy is not officially approved by Regional Council, it is used as a resource for development application review and other projects. Through Envision Durham, an update to the TOD Strategy is being considered to articulate TOD policies and practices for new development.

The Growth Plan requires the area around Major Transit Station Areas (MTSAs) (such as Pickering’s GO Station), to be planned as areas that will achieve a higher density mix of uses within an approximate 500 to 800 metre radius of a transit station (approximately 10 minute walk). MTSAs are to be supported by TOD in the immediate surrounding area, but TOD places may also become destinations themselves if, for example, they also provide a hub of office jobs. Ideally, a Major Transit Station Area becomes both an origin and a destination

In response to Question 3, **staff recommends that TOD policies and guidelines for SGA be tailored to the planned level of transit service, providing there is sufficient flexibility at the area municipal level to respect the local context of the specific SGA.**

From a transportation perspective, MTSAs are intended to become areas where transit, active transportation and vehicular access is in high demand due to the transit station. Supporting development of the MTSAs will require a review of the Region’s current approaches for planning new intersections, accesses and active connections to these areas.

In response to Question 4, **staff supports the development of strategic and transportation-related policies in furtherance of TOD in Major Transit Station Areas, similar to those currently applied to Regional Centres.** These include establishing a grid network of roads, and using design that favours pedestrian traffic and public transit with direct street pedestrian access to buildings, provision of potential transit, and parking areas sited at the rear or within buildings.

While “Transit Oriented Development” and “transit-supportive development” are similar in concept, the latter is generally applied to areas outside of Strategic Growth Areas that are not planned as areas of significant intensification. The objective of the design strategies is to increase the number of residents (or businesses) that can reach a transit route stop in 5 to 10 minutes. These design strategies include connectivity between neighbourhoods, walkways, a grid road pattern, and restricting lots from backing onto a road.

City staff notes that transit-supportive development requires both supportive land use patterns and the effective delivery of transit services. As noted above, the objective is to increase the number of users who can reach a transit stop in 5 to 10 minutes. However, traffic signal spacing on arterial roads is optimized for traffic progression. This conflicts with conveniently spaced traffic signals for pedestrian crossing. In response to Question 5, **staff advises that a key issue that needs to be addressed to increase ridership from transit-supportive development is to allow closer traffic signal spacing to facilitate pedestrian crossings.**

7.3 Public Transit

Through Envision Durham, the relationship between transportation and land use is intended to be strengthened. There will be an emphasis on public transit supporting intensification in Strategic Growth Areas, specifically at Transportation Hubs and Commuter Stations, where transfers between different transfer routes and/or services take place. Currently, the Region's TMP and DRT's Five-year Service Strategy identifies 11 existing and proposed transit stations and terminal locations. These locations, if designated in the ROP, could be supported by policies emphasizing active transportation connectivity, passenger amenities, and prioritizing buses to and from these sites enhancing the first –last mile experience.

Within the City of Pickering, the TMP currently identifies the Pickering GO Train Station as a Transportation Hub, and a future GO Train Station in Seaton west of Brock Road on the CPR Belleville line as Commuter Station. In response to Question 6, **staff supports the designation of additional Transit Hubs in the ROP, corresponding with designated or future Urban Growth Centres, Regional Centres, or Major Transit Station Area, and providing there is sufficient flexibility at the area municipal level to respect the local context of the specific location.**

7.4 GO Lakeshore East Extension

The Paper summarizes recent updates to the GO Lakeshore East Extension, including a proposed future train service to Bowmanville to be completed by fall 2024. Metrolinx is re-examining the previously approved alignment of the train service to Bowmanville. The previously approved alignment, which results in the stations being located along the CP Rail line in Living Areas/Centre designations, provides the most opportunity for intensification at station locations in accordance with ROP policies and vision.

7.5 407 Transitway

The Province is planning a 407 Transitway, which is a high-speed public transit facility on a separate right-of-way within the Highway 407 corridor. Highways 407, 412 and 418 are currently designated in the ROP as Freeway Transit routes in the Transit Priority Network schedule. Through Envision Durham, there is the opportunity to elevate the importance of the 407 Transitway as a future BRT or Light Rail Transit facility and connection to York Region, the planned Pearson Transit Hub, and to serve a future airport and employment lands in Pickering.

7.6 Active Transportation

The ROP currently supports active transportation through a wide range of mobility options, including walking and cycling, and ensuring an integrated, safe, efficient, and reliable Transportation System. The Durham TMP recommends adopting a Multi-modal Level of Service to accommodate all road users through a comprehensive consideration of road design and rights-of-way for road expansion or reconstruction projects.

In response to Question 7, **staff advises that when assessing new development, and reconstructing or building new public roads, new ROP policies that would better support planning for all road users include:**

- a) **policies indicating that a “complete street” includes the provision of sidewalks/multi use paths, boulevard planting and street lighting, and that it is a Regional responsibility to provide the pedestrian/cycling, planting and street lighting components of a complete street on Regional roads;**
- b) **policies allowing closer entrance and intersection spacing along arterials; and**
- c) **policies allowing closer traffic signal spacing along arterials to assist pedestrian crossings, and in keeping with of transit-supportive development.**

Cycling and Trails

Durham’s Primary Cycling Network in the Regional Cycling Plan is part of a broader network consisting of the Provincial Cycling Network, Metrolinx’s Regional Transportation Plan cycling network for the GTHA, and networks developed by Durham area municipalities. Several initiatives have commenced to support cycling infrastructure such as, the Short-Term Cycling Network (i.e., cycling facilities to be constructed within the next 10 years), and proposed cycling projects identified within the Region’s capital road program and 9-year forecast. The importance of offering a variety of mobility choices is highlighted by 78 percent of respondents of the Envision Durham public opinion survey who think it is “very” to “extremely important”.

Despite public opinion of the importance of mobility choices including cycling, the Paper indicates the lack of direction from the ROP with respect to monitoring and promoting cycling within Durham. Support for documenting the progress of new infrastructure, programs, and services is a valuable component for long-term sustainable growth of cycling.

The Regional Trail Network is a component of the Region’s active transportation system and includes making connections between publicly owned lands, such as parks, conservations areas, open space lands, and right-of-ways, and hydro corridors. The Waterfront Trail (on Lake Ontario) and Waterfront Areas (on Lake Scugog and Lake Simcoe) are key components of the Regional Trail Network, and connecting northern parts of the Region to the GTHA.

In response to Question 8, **staff advises that the ROP could recognize or plan for enhanced trail connections through areas such as hydro corridors, by including:**

- a) **an informational map in the ROP showing existing cycling and pedestrian trail networks, identifying gaps and opportunities; and**

- b) a policy encouraging stakeholders (such as the area municipalities, conservation authorities, cycling and trail associations and committees, etc.) to collaborate with the Region to pursue new cycling/trail connections.**

Roads and Corridors

The Region's TMP recommends a right-of-way map be added to the ROP identifying the required right-of-way widths for Type A, B and C Arterials based on the ultimate widening needs for arterial road sections, and for the purpose of future Class Environmental Assessment (EA) studies and review of development proposals. The right-of-way would be determined based on a multiple factors such as auxiliary lanes, transit and cycling facilities, potential stormwater management measures, and provincial studies.

In response to Question 9, **staff supports incorporating into the ROP future right-of-way width requirements for specific segments of arterial roads, particularly those sections within or adjacent to Strategic Growth Areas, as this may assist with development application review and Class Environmental Assessments (Class EA).**

Protection of future arterial road corridors is essential and the TMP recommends feasibility studies for road links in which engineering or environmental impacts may affect their potential construction. The Province is reviewing the *Environmental Assessment Act* to streamline requirements to implement an integrated *Planning Act* and Class EA for a comprehensive review of new arterials in new growth areas. The Region will consider policies for this integrated process applicable to new growth areas.

In response to Question 10, **staff advise that it is appropriate that the ROP address using an integrated Class EA and *Planning Act* process in new growth areas to optimize the alignment and design of arterial roads as the combined processes would allow for a comprehensive evaluation, reduce duplication in meeting Provincial requirements, and expedite development.**

The Region supports programs and initiatives that adapt road infrastructure to climate change and mitigate the impacts of climate change on Regional roads, such as through the Durham Community Climate Adaptation Plan; the use of low impact development storm water management techniques; developing complete communities; and implementing Transportation Demand Management to reduce auto congestion and greenhouse gas emissions. The Region intends to reinforce the goals and actions to reduce auto trips and mitigate impacts from climate change.

8. Transportation Demand Management

The ROP supports implementing the TMP, which includes recommending the establishment of trip reduction strategies and creating more travel choices in the Transportation System. New technological advances are also emerging and transforming transportation modes, travel patterns, and trip information.

8.1 School and Employer Trips

The ROP supports implementing Transportation Demand Management programs and strategies to reduce trips, such as carpooling, high occupancy vehicle lanes, telework, park-and-ride, and pedestrian and cycling facilities. There are opportunities through Envision Durham to strengthen Regional action and advocacy on Transportation Demand Management, and create more travel choices for those using the Transportation System.

The Region has been operating Smart Commute Durham in partnership with Metrolinx since 2007. The program encourages employers to reduce dependency on motor vehicles through strategies, such as providing DRT passes, ridesharing and vanpooling programs, carpool spaces, alternative work hours, telecommuting, and developing facilities that supports cycling. Metrolinx withdrew its participation from the Smart Commute program in 2019.

Through Envision Durham, there are multiple strategies that could be developed to advance the mandate of supporting Transportation Demand Management. The Region's TMP recommends that:

1. Transportation Demand Management development guidelines be developed to ensure that a rigorous and consistent review of new developments support active transportation;
2. A parking strategy be developed to identify areas to optimize parking to support transit and non-automobile travel; and
3. Active school transportation portfolio be developed to encourage student travel to school via active transportation.

Question 11 asks if there are aspects of Transportation Demand Management beyond employer and school trips, and review of development applications that should be addressed in greater detail in the ROP. In response, staff has no further comments.

Through Envision Durham, the Region will consider the opportunity to further develop the Region's role in the provision of carpool spaces. **With regards to Question 12, and the Region continuing its support for carpooling, staff recommends the Region**

- a) **play a larger role in the provision of purpose-built commuter lots beyond the Small Urban and Rural Carpool Lot Program to implement commuter lots along major arterial roads and highways;**
- b) **continue its role engaging with area municipalities and businesses to promote carpooling programs in key destinations that provide connectivity to transit and active transportation networks both within and between municipalities in the GTHA; and**
- c) **seek the use of more social media tools and real-time information to facilitate user participation and parking availability to enhance the effectiveness of carpool programs.**

8.2 Age-Friendly Communities

The Region's Age-Friendly Durham Strategy and Action Plan (2017) is a series of actions focused on enhancing transportation infrastructure and services for adults aged 55 and older, and addressing gaps to improve the transit passenger experience. The Action Plan emphasizes active transportation options, as the tendency is for fewer seniors to drive than other adults. Through Envision Durham, the Region will be reviewing age-friendly communities and the promotion of active transportation for all users from a broader active transportation perspective.

8.3 Emerging Transportation Technologies

Recent technological advances in transportation such as paid ridesharing services (e.g., Uber, Lyft) are transforming travel. The emergence of the "sharing economy" has created "Mobility as-a-Service", which includes paid ridesharing, bike sharing and car sharing, which enables access to on-demand travel without owning a vehicle. Technological advances are enabling access to travel information and provide real-time traffic or construction information.

Other emerging technologies transforming transportation include electric vehicles, automated vehicles, and connected vehicles that have the potential to significantly change travel by optimizing the operation and interaction of vehicles within the road network. At the same time, the performance of these technologies and their impacts are uncertain as well as consumer responses, which will require monitoring as the technologies are deployed.

In response to Question 13, **staff identifies that the potential implications of emerging technologies on the Region's transportation system may include:**

- a) **opportunities to adapt existing infrastructure to improve mobility options, such as taking away a vehicular lane and reallocating it for cyclist and pedestrians;**
- b) **continued transformation and impacts to industry, labour, and consumer behaviour, and the resulting changes in travel patterns;**
- c) **increased demand for secure, reliable and widespread broadband infrastructure across the Region so that the many technologies (such as on-demand travel options for Uber or Lyft, car and bike sharing, etc.) are available to all;**
- d) **reduced individual auto use and ownership, and decreased share of transit users as users take advantage of the increase in fast, flexible, and convenient mobility options;**
- e) **an increasing need for well connected and integrated physical transportation infrastructure so that users can easily transfer between transportation services and modes; and**
- f) **increased disparity between lower and higher income communities, as many of the emerging technologies may be more expensive than traditional public transportation (since they require the use of a smart phone and internet connection).**

9. Goods Movement

The ROP includes the Region's Strategic Goods Movement Network that identifies preferred haul routes for commercial vehicles, which is inherently linked to employment, retail, and residential lands as home deliveries are increasingly supporting truck traffic. The two ports in Durham – Port of Oshawa and the St. Marys Cement dock (in Clarington), provides valuable economic activity for the Region. Both the Strategic Goods Movement Network and the Transportation Master Plan identify St. Marys Cement dock as a future harbour.

In response to Question 14, **staff recommends that, in addition to supporting the Regional economic role of the ports, the ROP also include a policy about the importance of maintaining the safety, security, and environmental protection of these waterfront employment lands to ensure the long-term use of the lands and future expansions or redevelopment, as necessary.**

9.1 Federal Airport Site

The ROP designates the federal airport lands in Pickering in anticipation of an airport, and recognizes it as part of the Transportation System. The airport would be well connected to Highway 407 via Brock Road and the Whites Road extension, the 407 Transitway and the CP Havelock rail line. The airport lands are recognized for their potential as a strategic goods movement centre to handle air cargo and support the development of an employment cluster, which could include Seaton employment area lands (Innovation Corridor).

9.2 Traffic Management Guideline for Hamlets

In 2014, a Traffic Management Guideline for Hamlets was released by the Region to provide guidance on the process and techniques to address traffic concerns on Regional roads within hamlets and smaller urban areas. Approaches to address issues include education, enforcement and engineering solutions, similar to the Region's Vision Zero Strategic Road Safety Action Plan. The guideline will be considered part of the Arterial Corridor Guidelines update, and the mitigating impacts from goods movement in hamlets and small urban areas will be further reviewed through Envision Durham.

The Region notes that supporting the Strategic Goods Movement Network, while mitigating traffic impact from goods movement in hamlets and small urban areas is a delicate balance. The Region will be reviewing this further through Envision Durham.

In response to Question 15, **staff recommends supporting the Strategic Goods Movement while preserving a complete streets approach include design standards that not only best manage the movement of goods (e.g., implementing street elements for loading and deliveries, traffic calming, off-hour delivery programs), but also supports Durham Vision Zero to mitigate pedestrian/cyclist and freight conflicts.**

Question 16 asks if there are any other trends or issues that the Region should review and consider. City staff notes that with the increase of personal electric vehicles, the future emergence of electric commercial long haul vehicles or more immediate opportunities to use electric delivery cargo trucks or cargo bikes for first and last mile deliveries will require continuous monitoring and examination to optimize the benefits of these technologies. Additionally, although delivery drones are still being experimented as a viable option for ground-based delivery, drones have the potential to significantly redefine and influence the goods movement network, and would require the implementation of infrastructure and drone traffic management systems to accommodate such technology.

In response to Question 16, **staff suggests the Region consider introducing an electric mobility strategy in relation to infrastructure, land use, and goods movement strategies as part of the Transportation System.**

On October 10, 2017, Pickering Council passed Resolution #355/17, which among other matters, resolved “That Council request VIA Rail Canada and Metrolinx to move forward with identifying, planning and implementing high frequency rail service on the CP Havelock rail corridor, which in turn will help attract key investment to the Pickering Innovation Corridor and the Federal Pickering Lands; and that the appropriate Environmental Assessment (EA) process for high frequency rail service on the CP Havelock rail corridor commence no later than September 30, 2018; ...”.

Also in response to Question 16, the Region is requested to assist Pickering in:

- a) **working with VIA Rail and Metrolinx to implement high frequency service on the CPR Havelock rail line; and**
- b) **identifying the appropriate location for an VIA Rail station along the CPR Havelock rail line within, or in proximity, to the Federal Pickering Lands as part of the transportation system component of Envision Durham.**

There have also been a number of meetings between senior City staff and representatives from VIA Rail regarding the establishment of a VIA Rail stop at the Pickering GO Station, in conjunction with the implementation of high frequency service. Such a stop would increase the number of higher order transit connections to and from Durham Region.

Lastly, in response to Question 16, **the Region is requested to support Pickering’s interest in establishing a VIA Rail stop at the Pickering GO Station to help increase higher order transit connections to and from the Region.**

10. Next Steps

The above review provides a synopsis of the Region’s Transportation System Discussion Paper, provides responses to the questions posed for discussion and feedback, and highlights key issues, which in the opinion of staff, should be considered through the Municipal Comprehensive Review process.

Overview of the Region of Durham's Municipal Comprehensive Review of its Official Plan

1. Background

The *Planning Act* requires that municipal official plans be reviewed every five years to ensure that the plans have regard to matters of Provincial interest, are consistent with Provincial Policy Statement (PPS), and conform to Provincial Land Use Plans.

The current Durham Regional Official Plan (ROP) was approved in 1993 and has over 150 amendments to keep it up-to-date with changing provincial plans and policies. On May 2, 2018, Regional Council authorized staff to proceed with the Municipal Comprehensive Review (MCR) of the ROP titled "Envision Durham, 2041 Our Region, Our Plan, Our Future" (or "Envision Durham"). "Envision Durham" offers a strategic opportunity to create a completely new plan with an advanced planning vision for the Region to 2041.

1.1 What are the key components of the Region's MCR?

The MCR is structured around the following strategic planning themes:

- The Agriculture and Rural System (Discussion Paper released March 5, 2019; Pickering Council commented through Council Resolution #94/19, dated May 27, 2019);
- Climate Change and Sustainability (Discussion Paper released May 7, 2019; Pickering Council commented through Council Resolution #150/19, dated October 21, 2019);
- Growth Management (Urban System Discussion Paper released June 4, 2019; Pickering Council commented through Council Resolution #205/19, dated December 16, 2019);
- Environment and Greenlands System (released September 3, 2019; subject of Report PLN 04-20; Pickering Council commented through Resolution #257/20, dated March 23, 2020);
- Housing (Discussion Paper released December 3, 2019; to be considered at the June 29, 2020 Council meeting); and
- Transportation System (released October 1, 2019; subject of this Report; to be considered at the July 13, 2020 Planning & Development Committee, and July 27, 2020 Council meeting).

1.2 The MCR and Public Engagement

The public engagement program and its timeline associated with the MCR consists of four stages: Discover (2019), Discuss (2019), Direct (2020), and Draft (2021-2022).

On February 5, 2019, the Region initiated the first stage ("Discover") of the "Envision Durham" public engagement program by launching the project website: durham.ca/Envision_Durham, as well as a public opinion survey, which closed on April 6, 2019. The Region also created an introductory video on the project, which can be viewed on the project website. In addition, the Region set up "pop-up" information kiosks in various locations, as part of their public engagement launch.

In accordance with the public engagement program, each stage of the project will be promoted through news releases, the project website, social media platforms, and public service announcements.

Sent by Email

July 31, 2020

John Henry, Regional Chair and CEO
Regional Municipality of Durham
chair@durham.ca

Subject: Re: Brock West Landfill, City of Pickering, Regional Municipality of Durham
Corr. 34-20
File: A-1400-001-20

The Council of the Corporation of the City of Pickering considered the above matter at a meeting held on July 27, 2020 and adopted the following resolution:

That Corr. 34-20, dated June 8, 2020, from the Regional Municipality of Durham, regarding Brock West Landfill, City of Pickering, Regional Municipality of Durham, be received for information.

A copy of the original correspondence is attached for your reference.

Should you require further information, please do not hesitate to contact the undersigned at 905.420.4660, extension 2019.

Yours truly



Susan Cassel
City Clerk

SC:rp
Enclosure

Copy: Interim Chief Administrative Officer
Director, Engineering Services



Sent Via Email

June 8, 2020

Dear: Mayor Tory

**The Regional
Municipality of
Durham**

Office of the Regional
Chair

605 Rossland Rd. E.
PO Box 623
Whitby, ON L1N 6A3
Canada

905-668-7711
1-800-372-1102

durham.ca

**RE: Brock West Landfill, City of Pickering, Regional
Municipality of Durham**

The City of Toronto's Brock West Landfill, now closed, is located in the City of Pickering, the Region of Durham and immediately south-east of the Seaton community, a provincially designed plan for up to 70,000 residents and approximately 35,000 jobs.

The Seaton community development plan included an arterial road alignment along the southern boundary of the landfill site. The design of that roadway and underground infrastructure included the replacement of a number of monitoring wells and a barrier to ensure the Regional infrastructure does not contribute to the existing off-site migration of contaminants.

At a recent Works Committee meeting a Regional Councillor inquired about the current status of the Brock West Landfill site in terms of the implementation of a remediation plan. We are aware an extensive study of this site has been completed by the City of Toronto in consultation with the Ontario Ministry of the Environment, Parks and Conservation, and that a Remediation Action Plan has been developed.

The Councillor also asked staff to inquire with the City of Toronto about future plans for the site in terms of rehabilitation and possible passive uses.

I would greatly appreciate an update on both plans for remediation and land use so I can share it with members of Regional Council.

Sincerely

A handwritten signature in blue ink, appearing to read 'John Henry', written over a light blue circular scribble.

John Henry
Regional Chair and CEO



The Corporation of The Town of Amherstburg

VIA EMAIL

To: All Ontario Municipalities

RE: Long Term Care Home Improvements

At its meeting of July 13th, 2020, Council passed the following resolution for your consideration:

That Administration BE DIRECTED to send correspondence in support of the City of Sarnia's resolution regarding their request for long term care home improvements.

Enclosed is a copy of the City of Sarnia's resolution for convenience and reference purposes.

Regards,

Tammy Fowkes
Deputy Clerk, Town of Amherstburg
(519) 736-0012 ext. 2216
tfowkes@amherstburg.ca

cc:

Doug Ford, Premier of Ontario
Email: premier@ontario.ca

Taras Natyshak, MPP
Email: tnayshak-qp@ndp.on.ca

Chris Lewis, MP
Email: chris.lewis@parl.gc.ca

Dianne Gould-Brown
City Clerk, City of Sarnia
Email: clerks@sarnia.ca

Robert Auger, Town Solicitor, Legal and Legislative Services/Clerk - Town of Essex
Email: rauger@essex.ca

Jennifer Astrologo, Director of Corporate Services/Clerk - Town of Kingsville
Email: jastrologo@kingsville.ca

Agatha Robertson, Director of Council Services/Clerk - Town of LaSalle
Email: arobertson@lasalle.ca

Kristen Newman, Director of Legislative and Legal Services/Clerk - Town of Lakeshore
Email: knewman@lakeshore.ca

Brenda Percy, Municipal Clerk/Manager of Legislative Services - Municipality of Leamington
Email: bpercy@leamington.ca

Laura Moy, Director of Corporate Services/Clerk - Town of Tecumseh
Email: lmoy@tecumseh.ca

Mary Birch, Director of Council and Community Services/Clerk -County of Essex
Email: mbirch@countyofessex.ca

Valerie Critchley, City Clerk – City of Windsor
Email: clerks@citywindsor.ca

Association of Municipalities of Ontario (AMO)
Email: amo@amo.on.ca



**THE CORPORATION OF THE CITY OF SARNIA
City Clerk's Office**

255 Christina Street N. PO Box 3018
Sarnia ON Canada N7T 7N2
519 332-0330 519 332-3995 (fax)
519 332-2664 (TTY)
www.sarnia.ca clerks@sarnia.ca

June 24, 2020

To: All Ontario Municipalities

Re: Long Term Care Home Improvements

At its meeting held on June 22, 2020, Sarnia City Council adopted the following resolution submitted by Councillor Margaret Bird with respect to the conditions in Long Term Care homes exposed by the pandemic:

That due to the deplorable conditions exposed by the pandemic in LTC homes in the province, and because this is a time for action, not just continuous streams of investigations, commissions and committees, and because the problems have been clearly identified, that Sarnia City Council direct staff to send this motion to the 444 Ontario Municipalities, asking them to urge Premier Ford to start implementing the required resolutions immediately, as follows:

- 1. increasing hours for all part-time and casual labour***
- 2. since the government provides funding for privately-operated homes, they have an obligation to inspect these homes and see that they are being properly run, and that funds are being used for the benefit of the residents and not the huge profitability of the operators, and***
- 3. to end the neglect and unacceptable conditions being experienced, each day, by our vulnerable seniors.***

Sarnia City Council respectfully seeks your endorsement of this resolution. If your municipal council endorses this resolution, we would request that a copy of the resolution be forwarded to the following:

Doug Ford, Premier of Ontario; and

City of Sarnia, City Clerk's Office
clerks@sarnia.ca

Sincerely,



Dianne Gould-Brown
City Clerk

cc: AMO

July 31, 2020

Alex Ruff, Member of Parliament
Bruce – Grey – Owen Sound
1102 2nd Avenue East, Suite 208
Owen Sound, ON N4K 2J1

Dear Mr. Ruff:

Re: Support for Private Member's Bill M-36 – Emancipation Day

At its Regular meeting held on July 27, 2020, the Council of the Corporation of the City of Owen Sound considered the above noted matter and passed Resolution No. R-200727-023 as follows:

R-200727-023

"THAT Owen Sound City Council acknowledges and supports the following Private Members Bill put forward by Majid Jowhari: M-36, Emancipation Day, 43rd Parliament, 1st Session that reads as follows:

"THAT the House recognizes that:

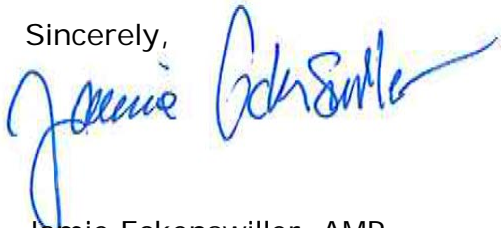
- a. The British Parliament abolished slavery in the British Empire as of August 1, 1834;**
- b. Slavery existed in the British North America prior to the abolition in 1834;**
- c. Abolitionists and others who struggled against slavery, including those who arrived in Upper and Lower Canada by the Underground Railroad, have historically celebrated August 1st as Emancipation;**
- d. The Government of Canada announced on January 30, 2018 that it would officially recognize the United Nations International Decade for people of African Descent to highlight the important contributions that people of African descent have made to Canadian society, and to provide a platform for confronting anti-Black racism;**
- e. The heritage of Canada's peoples of African descent and the contributions they have made and continue to make to Canada and in the opinion of the House, the Government should designate August 1 of every year as "Emancipation Day" in Canada."; and**

THAT support for this motion be sent to the Member of Parliament for Bruce-Grey-Owen Sound and all House of Commons representatives; and

THAT support for this motion be sent to all municipalities in Ontario."

If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,



Jamie Eckenswiller, AMP
Deputy Clerk
City of Owen Sound

cc. All Members of the House of Commons
All Ontario Municipalities

1600 STELLAR DRIVE, SUITE 402
WHITBY, ONTARIO L1N 9B2
T: (289) 315-3680

C.S. - LEGISLATIVE SERVICES

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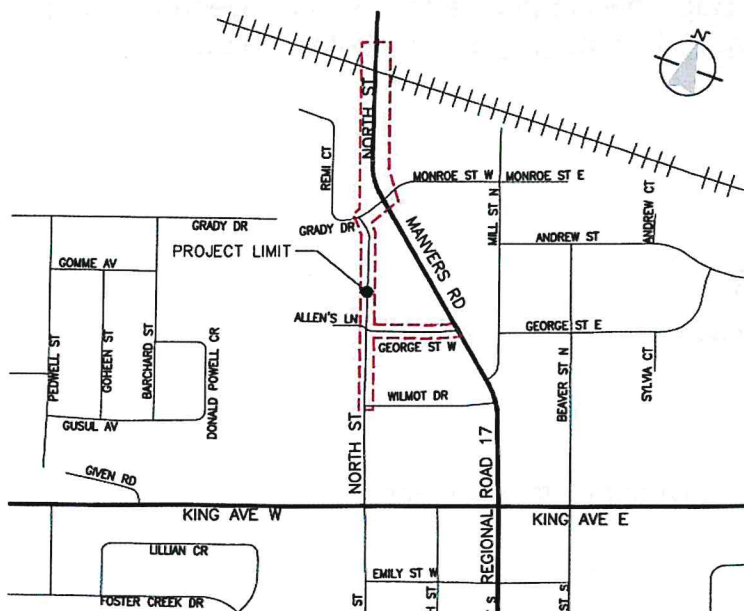
July 27, 2020

Regional Municipality of Durham
Regional Clerk
605 Rossland Rd E
Po Box 623
Whitby ON L1N 6A3

Dear Sir/Madam:

Re: On-Line Engagement for the Proposed Road Improvements to North Street between George Street West and Grady Drive Sanitary Sewer, Watermain Replacement from Wilmot Street to the CP Overpass and Watermain Replacement and Road Resurfacing George Street West between North Street and RR 17 Newcastle, Municipality of Clarington Our Project No. E19062

The Municipality of Clarington is planning to reconstruct North Street between George Street West and Grady Drive due to deteriorating road conditions, existing road drainage issues, and to improve road safety. This project is being completed in coordination with the replacement of the sanitary sewer and watermain services between Wilmot Street and the CPR and the replacement of watermain services on George Street.



Road improvements to North Street between George Street West and Grady Drive include addressing road drainage issues, adding a storm sewer and catchbasins, within the existing road allowance replacement of the two culverts conveying tributaries to Foster Creek, replacing driveway culverts that are in poor condition, constructing a sidewalk, providing a new road base, curbs, asphalt surface, improving street lighting and landscaping.



The Regional Municipality of Durham

Minutes

Special Energy From Waste – Waste Management Advisory Committee

Wednesday, July 15, 2020

A special meeting of the Energy From Waste – Waste Management Advisory Committee was held on Wednesday, July 15, 2020 in Council Chambers, Regional Headquarters, 605 Rossland Road East, Whitby, at 7:00 PM. Electronic participation was permitted for this meeting.

1. Roll Call

Present: G. Rocoski, Oshawa, Chair
W. Bracken, Clarington
A. Burrows, Ajax
S. Elhajjeh, Clarington, Vice-Chair
T. Farrell, Brock
K. Meydam, Clarington
***all members of the committee except G. Rocoski participated electronically**

Absent: W. Baszyk, Brock
C. McLean, Ajax
H. Sukhu, Clarington

Non-Voting Members

Present: A. Burke, Senior Planner, Special Projects, Municipality of Clarington
Councillor Janice Jones, Local Councillor, Municipality of Clarington
M. Neild, Facility Manager, Covanta
D. San Juan, Environmental Health Specialist, Health Department, Durham Region

Staff

Present: G. Anello, Director, Waste Management Services
A. Porteous, Supervisor, Waste Services
R. Inacio, Systems Support Specialist – Information Technology
L. Malyjasiak, Works Technician 3, Waste Services, Works Department
S. Penak, Committee Clerk, Corporate Services – Legislative Services
C. Tennisco, Committee Clerk, Corporate Services – Legislative Services
R. Walton, Regional Clerk, Corporate Services – Legislative Services, attended for part of the meeting

2. Declarations of Interest

There were no declarations of interest.

3. Presentations

A) Angela Porteous, Manager, Waste Services, re: Durham Region's Long-Term Waste Management Plan

Christine Rourke, Project Manager, Senior Waste Planner, HDR, Catherine Curak, Communications Coordinator, HDR, and Courtney Semmler, Waste Planner, HDR, provided a PowerPoint presentation regarding Durham Region's Long-Term Waste Management Plan (LTWMP). A copy of the presentation was emailed to the Committee prior to the meeting.

Highlights of the presentation included:

- Durham's New Long-Term Waste Management Plan (LTWMP)
- Durham Waste Management History
- Waste Management Vision 2021-2040
- Plan Development Timeline
- Guiding Principles
- Early Consultation
- Current and Future Challenges Identified by Regional and Local Staff
- Policy
- Programs
- Promotion and Education
- Vision and Objectives
- Next Steps

C. Rourke advised that the next steps would include providing opportunities for consultation and input from regional advisory committees on vision, objectives and key considerations; engaging with the public in a virtual open house; and developing an outline of the LTWMP that incorporates input from consultation to present to Council for endorsement.

Detailed discussion ensued. Concerns were raised regarding the lack of detailed waste tonnage, project cost and municipal benchmarking information posted directly on the LTWMP website for committee members and members of the public in order to make informed decisions and be able to provide valuable input to staff regarding Durham Region's LTWMP. Note: requested materials from committee are publicly available on durham.ca. It was requested that all relevant information be posted to the Region's LTWMP website. Further

concern was raised regarding Regional Council approving the LTWMP in January 2019 and that other major waste management infrastructure projects continue forward outside of the LTWMP.

In response to a question from the Committee regarding the plan development timeline, A. Porteous advised that staff will be coming back near the end of the year with a draft framework of the Waste Plan and 5-Year Action Plan outline to present to Council.

In response to concerns expressed by the Committee, G. Anello suggested that links to the requested information could be provided on the project website instead of duplicating information from other waste management websites where information requested from the Committee is already posted. The Committee suggested that if links were used, that a summary of each website be posted alongside the link. G. Anello also advised that there are several staff reports that summarize the requested information that could be posted to the website such as a report that discusses future waste projections and the annual waste report for committee and members of the public.

Moved by W. Bracken, Seconded by K. Meydam,

- A) That the EFW-WMAC request that staff review Durham Region's long-term waste management website to ensure all necessary and appropriate information, including but not limited to: Durham's current waste programs; what work is being proposed; any financial costs associated with the project; current and past tonnage data, as well as future projections; and, any related staff reports is posted and available to the public, and where possible links to the external websites with a summary; and
- B) That the Works Committee be informed of the EFW-WMAC request of staff.

CARRIED

C. Rourke and C. Curak responded to questions from the Committee regarding whether there are statistics that state where in Durham residents live when answering the survey; what topics would be discussed during the virtual public open-houses; whether the information being provided will be offered in multiple languages; and how are the changes in the garbage stream being considered in the future (i.e. increase in waste from online orders during the pandemic, disposal of smart phones, and Keurig cups).

Additional comments from the Committee to the HDR Consultants included:

- That the anaerobic digestion project be included in the LTWMP, as well as the requested increase in the capacity at the Durham York Energy Centre
- That more user-friendly information should be made available to committees and the public for better understanding of the process
- That a survey be made available for the public to complete as a good compliment for feedback as an in-person group gathering may not be feasible this fall
- Using Durham Region's Twitter feed to promote the LTWMP

In response to a question regarding the anaerobic digestion project, G. Anello advised that the final business case will be completed once results are received from the Request for Proposal (RFP). He advised that there are several components of the anaerobic digestion and the energy from waste facility will be included in the plan such as what the future Green Bin composition will be, public education and potential future diversion programs that could have impacts on capacity at the energy from waste facility.

At the request of the Committee, G. Anello advised that he would provide the Committee with a list of mixed-waste pre-sort facilities that had been visited and links to their websites showing their process and the facilities that have used the technology successfully. He also advised that GHD Ltd. presented to the Works committee with regards to mixed waste pre-sort, and the facilities that were operational, and that GHD Ltd. performed audits on these facilities.

G. Anello advised that there will be two deliverables in the LTWMP: the 20 year Waste Plan and a 5-Year Action Plans so that adjustments can be made accordingly and will break the effort into manageable pieces.

Further discussion ensued regarding updating the LTWMP website with wording that public consultation will be forthcoming. A. Porteous advised that there are plans to update the website with messaging when the public platform is ready and functioning . She also explained the strategic plan consultation process that occurred recently and the YourVoiceDurham website that was available for members of the public to provide their input.

Moved by K. Meydam, Seconded by W. Bracken,

- A) That the EFW-WMAC request an opportunity for the public to comment on Durham Region's guiding principles and primary goals, and how they are consistent with provincial priorities; and
- B) That the Works Committee be informed of the EFW-WMAC request.

CARRIED

Moved by W. Bracken, Seconded by K. Meydem,
That we recommend to the Works Committee for approval
and subsequent recommendation to Regional Council:

That the EFW-WMAC recommends that there be town hall meetings where the public can provide comments and ask questions of Durham Regional waste staff, and that it include at least one real time question and answer period on the Long-Term Waste Management Plan (LTWMP); and that the town hall meetings occur prior to the Plan outline being developed and presented to the Works Committee and Regional Council.

CARRIED

G. Anello advised that hosting more town hall meetings would be an amendment to the contract with HDR Ltd., which would require a budget increase. He advised that there is already a consultation plan in place that has been approved and is being followed. In response to a question from the Committee he further advised that the contract with HDR Ltd. was approved during the procurement process.

C. Curak, Communications Coordinator, HDR, advised that as part of this process after the consultation with staff and local municipalities, they would then go to the public and host pop up kiosks when safe to do so. She stated that community centres or open houses were scheduled for consultation sessions but were put on pause because of COVID-19. As a result, for 2020 online public consultation will occur instead.

A. Porteous requested that the Committee provide feedback through a survey with regards to key issues and considerations to the LTWMP. The link to the survey was provided to Committee members subsequent to the meeting.

4. Correspondence

- A) Email Correspondence from Linda Gasser, Whitby Resident, dated July 14, 2020, re: Durham Region's Long-Term Waste Management Plan
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Moved by S. Elhajjeh, Seconded by W. Bracken,
That email correspondence dated July 14, 2020, from Linda Gasser, regarding Durham Region's Long-Term Waste Management Plan, be received for information.

CARRIED

5. Next Meeting

The next regularly scheduled meeting of the EFW-WMAC will be held on Tuesday, September 22, 2020 in the Lower Level Boardroom (LL-C), at 7:00 PM, Regional Headquarters, 605 Rossland Road East, Whitby.

6. Adjournment

Moved by W. Bracken, Seconded by K. Meydam,
That the meeting be adjourned.
CARRIED

The meeting adjourned at 9:50 PM.

G. Rocoski, Chair, Energy from Waste –
Waste Management Advisory Committee

S. Penak, Committee Clerk