



# The Regional Municipality of Durham

## COUNCIL INFORMATION PACKAGE

### October 23, 2020

#### **Information Reports**

- 2020-INFO-96** Commissioner of Works – re: Durham York Energy Centre Voluntary Source Test Update
- 2020-INFO-97** Commissioner of Planning and Economic Development – re: Monitoring of Land Division Committee Decisions of the October 5, 2020 meeting and Consent Decisions made by the Commissioner of Planning and Economic Development
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- 2020-INFO-99** Commissioner of Planning and Economic Development – re: Quarterly Report - Commissioner's Delegated Planning Approval Authority, and Summary of Planning Activity in the Third Quarter of 2020
- 2020-INFO-100** Commissioner of Finance – re: 2019 Federal Gas Tax Annual Report

#### **Early Release Reports**

There are no Early Release Reports

#### **Staff Correspondence**

There is no Staff Correspondence

#### **Durham Municipalities Correspondence**

There are no Durham Municipalities Correspondence

#### **Other Municipalities Correspondence/Resolutions**

1. **Township of Madawaska Valley** – re: Resolution passed at their Council meeting held on September 15, 2020, in support of the Municipality of Tweed's resolution regarding Cannabis Production Facilities, the Cannabis Act, and Health Canada Guidelines

**Miscellaneous Correspondence**

There is no Miscellaneous Correspondence

**Advisory Committee Minutes**

There are no Advisory Committee Minutes

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

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# The Regional Municipality of Durham Information Report

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From: Commissioner of Works  
Report: #2020-INFO-96  
Date: October 23, 2020

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**Subject:**

Durham York Energy Centre Voluntary Source Test Update

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**Recommendation:**

Receive for information

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**Report:**

**1. Purpose**

1.1 The purpose of this report is to provide an update on the 2020 Voluntary Source Test results at the Durham York Energy Centre (DYEC).

**2. Background**

2.1 As directed by Regional Council, the Owners are to perform an annual Voluntary Source Test in accordance with the procedures and schedules outlined in Schedule "E" of the Environmental Compliance Approval (ECA). The Voluntary Source Test measures the rate of emission of the test contaminants from the stack.

**3. ECA Compliance Source Test**

3.1 The Voluntary Source Test was conducted between June 12, 2020 through to June 18, 2020, for all test contaminants on both Boiler #1 and Boiler #2.

3.2 The results summary of the Voluntary Source Test demonstrated that all emissions were within the limits detailed in the ECA (Attachment #1).

- 3.3 The full Voluntary Source Test Report was sent to the Ministry of Environment, Conservation and Parks (MECP) and subsequently posted to the project website.
- 3.4 The DYEC emissions dispersion was modeled utilizing the Voluntary Source Test data and the MECP approved CALPUFF model. The results of the contaminant concentrations at the maximum point of impingement were then compared to the limits within the Ontario Regulation 419/05 Air Pollution – Local Air Quality. Ontario Regulation 419/05 Air Pollution – Local Air Quality limits are set to be protective of human health and the environment.
- 3.5 All of the calculated impingement concentrations were well below the regulatory limits.

#### **4. Owners' Consultants' Reviews**

- 4.1 Airzone One Ltd., the Source Test peer reviewer, provided a memo on their preliminary findings on the Source Test sampling (Attachment #2), which concludes that:

“Based on the observations made during collection of samples, we are satisfied that Ortech collected all dioxin and furan samples according to standard operating procedures and approved methods, with the deviations from the methods/protocols already noted. Final comments concerning the results of all of the testing and compliance of the facility will be made upon review of the final stack testing report to be issued by Ortech.”

- 4.2 HDR personnel were also present during the Voluntary Source Test. In Attachment #3, HDR reported that:

“HDR has completed our review of the preliminary results of the air emissions testing performed during the DYEC Spring 2020 Voluntary Test. Representatives from HDR were present at the DYEC to observe the sampling procedures and facility operations throughout the majority of the testing period that occurred between June 15 and June 18, 2020. Overall, HDR’s observations concluded that ORTECH appeared to follow the approved stack sampling procedures and test methods, and that Covanta’s plant personnel operated the DYEC under normal operating conditions and in accordance with acceptable industry operating standards. Based on the results summarized in ORTECH’s final test report (dated August 18, 2020), the air emission results of the

Spring 2020 Voluntary Test demonstrated that the DYEC operated below the ECA's Schedule "C" limits."

## **5. Continued Demonstrated Performance**

5.1 Attachment #4 presents the results of testing completed for the last three years. The data presented indicates that the DYEC has demonstrated it can safely and effectively operate within the ECA Schedule "C" limits. This consistent performance shows the controls and monitoring in place provide a level of safety and protection to human health and the environment.

## **6. Conclusion**

6.1 The Owners' technical consultant and peer reviewer have confirmed that the Voluntary Source Test was conducted in accordance with the MECP's guidelines.

6.2 All results of the Voluntary Source Test were in compliance with the ECA limits.

## **7. Attachments**

Attachment #1: Voluntary Source Test Results Summary

Attachment #2: AirZone One Ltd. Source Test: Preliminary Findings Memo

Attachment #3: HDR Inc. Source Test Assessment Memo

Attachment #4: Source Test Results Fall 2017 to Fall 2020

Respectfully submitted,

**Original signed by:**

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Susan Siopis, P.Eng.  
Commissioner of Works

## Summary of Voluntary Source Test Results

Parameter	Units	Environmental Compliance Approval Limit	Boiler #1 Result	Boiler #2 Result
Particulate Matter (PM) <sup>(1)</sup>	mg/Rm <sup>3</sup>	9	1.14	1.04
Mercury (Hg) <sup>(1)</sup>	µg/Rm <sup>3</sup>	15	0.13	0.10
Cadmium (Cd) <sup>(1)</sup>	µg/Rm <sup>3</sup>	7	0.056	0.11
Lead (Pb) <sup>(1)</sup>	µg/Rm <sup>3</sup>	50	0.55	0.61
Hydrochloric Acid (HCl) <sup>(2) (3)</sup>	mg/Rm <sup>3</sup>	9	4.5	5.1
Sulphur Dioxide (SO <sub>2</sub> ) <sup>(2) (3)</sup>	mg/Rm <sup>3</sup>	35	0	0
Nitrogen Oxides (NO <sub>x</sub> ) <sup>(2) (3)</sup>	mg/Rm <sup>3</sup>	121	109	109
Carbon Monoxide (CO) <sup>(2) (4)</sup>	mg/Rm <sup>3</sup>	40	15.2	11.4
Total Hydrocarbons (THC) <sup>(5)</sup>	ppm	50	0.2	1.7
Dixons and Furans <sup>(6)</sup>	pg TEQ/Rm <sup>3</sup>	60	1.82	2.53

- (1) dry at 25 degree Celsius and one atmosphere, adjusted to 11 per cent oxygen by volume
- (2) based on process data or Continuous Emissions Monitoring (CEM) data provided by Covanta
- (3) maximum calculated rolling arithmetic average of 24 hours of data measured by the Durham York Energy Centre (DYEC) Continuous Emissions Monitors (CEMS), dry at 25 degrees Celsius and one atmosphere, adjusted to 11 per cent oxygen by volume
- (4) maximum calculated rolling arithmetic average of 4 hours of data measured by the DYEC CEMS, dry at 25 degrees Celsius and one atmosphere, adjusted to 11 per cent oxygen by volume
- (5) average of three one-hour tests measured at an undiluted location, reported on a dry basis expressed as equivalent methane
- (6) calculated using the North Atlantic Treaty Organization (NATO)/ Committee on the Challenges of Modern Society (CCMS) (1989) toxicity equivalence factors and the full detection limit for those isomers below the analytical detection limit, dry at 25 degrees Celsius and one atmosphere, adjusted to 11 per cent oxygen by volume

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September 16<sup>th</sup>, 2020  
Job/reference #: J20036

**RE: Audit of Spring 2020 Voluntary Source Testing – Preliminary Findings**

Dear Mr. Anello,

At this time, we are providing our preliminary review of the sample collection for the Spring 2020 Compliance Source Testing of the Durham York Energy Centre (DYEC). This preliminary review provides a general overview of our findings. A more detailed review of the testing campaign will be provided once the final source testing report has been reviewed. The field sampling audits were undertaken by Adomait Environmental Solutions Inc. (Adomait).

***Source Sampling Audit***

Adomait observed the sampling of two stack trains at the Durham York Energy Centre, focusing specifically on the sampling of semi-volatile organic compounds (SVOC) conducted on June 17<sup>th</sup> and 18<sup>th</sup>, 2020.

Mr. Andrew Lanesmith observed the control room parameters in the conference room as described below during the sample collection periods. Mr. Martin Adomait was responsible for observing the stack samplers throughout the process. Mr. Adomait's observations focused primarily on the stack sampling methods and implementation procedures.

During previous audits, one auditor was stationed in the Process Operations Center or control room, to observe one-minute readings as they appeared on the system monitors. Readings were manually recorded every 10 minutes, anomalies identified and pertinent comments noted as they related to any deviations. In wake of the Covid-19 pandemic, policies were set in place at the facility to reduce the risk of infection. As a result, the auditor did not have direct access to the control room. Instead, the auditor was stationed in a conference room equipped with a screen to display real-time and recent data related to parameters being monitored. In addition, excel files containing one-minute data were provided to the auditor at intervals during the stack testing events. The one-minute data corresponded to times of the stack tests for parameters monitored in previous audits, except for the quench-tower inlet/outlet temperatures and moisture levels. The temperatures were obtained from the display screen in the conference room; however, moisture data could only be accessed directly from the system monitors in the control room. Therefore, the June 2020 audit does not include the monitoring of moisture levels.

The auditing process involved reviewing the excel files, manually recording data on a 10-minute interval to provide continuity and consistency with previous audits, taking note of anomalies and discussing deviations with facility staff and any measures taken as a result.

The following observations are made.

1. As a general observation, the parameters being recorded for this review maintained stable readings throughout the observation period. A few deviations were observed and are discussed below; however, these did not persist and quickly returned to stable levels.
2. Oxygen concentrations were recorded in 10-minute intervals, and were maintained greater than 6% at all times and ranged from 6.9 to 9.7%. The ECA compliance limit is greater than 6% on a 1-hour average.

3. Carbon monoxide (CO) concentrations were generally stable throughout the tests. A CO hot spike in Unit 1 was reported by facility staff. The spike occurred at 10:42 am on June 17 and occurred during a rise in furnace temperature. The spike lasted for about one minute. The operator quenched the spike by reducing primary airflow below the bed to slow down combustion, and increasing secondary airflow above the bed to rapidly bring CO and temperature to normal levels. On a 10-minute interval, CO ranged between 2 and 56 ppm and averaged around 13 ppm. At the time of the CO hot spike, the CO increased to 135 ppm.
4. The quench tower inlet and outlet temperatures showed consistent control of the rising temperatures on both monitoring days during sample collection. The inlet temperatures rose moderately from 168°C to approximately 177°C. The outlet temperatures remained consistent throughout at 150°C to 154°C. Based on previous source testing observations, the quench tower inlet temperatures could be expected to increase during the day (within allowable limits). In any case, the outlet temperatures remained steady regardless of the inlet temperatures.
5. As a result of consistent outlet temperatures from the Quench tower, the baghouse inlet temperatures remained in the 140°C to 145°C range. This is approximately the midpoint of the ECA performance requirement. The ECA performance requirement is 120°C to 185°C (Section 6(2)(h)). These readings were consistent with observations from previous stack tests (typically in the range of 138°C to 145°C). Consistent temperatures in the baghouse allow comparison between data sets at different times. It is also important when considering the volatilization of various dioxins and furans that may be in particle-bound form already in the baghouse. Increased temperatures could volatilize dioxins and furans already captured by the baghouse in particle-bound form.
6. Production at the plant is often evaluated in terms of steam flow. Steam flow was typically in the range of 32 to 35 thousand kg/hour, with recorded readings ranging between 31.8 and 35.8 kg/hr. This is consistent with the ~1600 tonnes of steam per day for two boilers as reported by Ortech. This was also similar to levels observed during other stack testing campaigns at this plant. Similar production also makes the comparison between different stack tests possible.
7. Carbon and lime dosage were generally consistent with the previous testing campaigns. Carbon doses averaged approximately 5 kg/hour. The lime feed rate generally ranged between 170 and 180 kg/hour, although for the recording period of 8:00 to 9:20 am on July 18, the feed rate for Unit 1 was at elevated levels of between 210 and 274 kg/hour. According to staff, the jump in feed rate was triggered automatically by an increase in HCl concentrations above a set point. When HCl dropped below the set point after 9:20 am, the lime feed rate automatically returned to normal levels seen in the 9:30 am reading of 175 kg/hour.
8. Airflow remained stable throughout the stack tests. Airflow for Unit 1 generally ranged between 110,000 and 117,000 m<sup>3</sup>/hour, while airflow for Unit 2 generally ranged between 88,000 and 92,000 m<sup>3</sup>/hour.

Observations of the stack testing procedures were undertaken during the SVOC sampling part of the program, and will be presented in greater detail in the final report. The field observations are provided below (field notes are provided in the appendix).

1. Where possible, leak checks were observed at both the start, traverse change, and at the conclusion of all SVOC tests conducted. When the leak checks were successful, the tests were considered valid. The summary of field observations is shown in the tables below. During the sampling exercise, there was one occasion where the leak check did not meet the 0.02 cfm criteria. The leak check after the first dioxin/furan test traverse of the second test on Boiler 1 on June 17 failed to achieve the necessary 0.02 cfm criteria. A leaky Teflon O ring was found to be the cause. The Teflon ring was replaced, and the test was repeated. Acceptable leak checks were found after this incident. Leak checks were always performed in a systematic and non-rushed manner to ensure good QA/QC.
2. Previous aberrations in the velocities measurements were reduced by using metal plates and rubber sealer plates to reduce and almost eliminate these problems. This set-up was similar to that conducted in the last stack testing exercise.



3. Impinger/XAD temperatures were checked during every reading at each sampling train. Ortech supplied plenty of ice to the crews. The temperatures were maintained in the 45 - 55°F range. This is good as it improves adsorption of dioxins/furans on the sampling media.
4. The audit team also recorded dry gas meter correction and pitot factors for comparison with the final report.
5. All trains operating at the baghouse outlet locations were inserted and withdrawn from the stack while the sampling train was running. Given the high negative pressure at these locations, it was important to ensure that the filter was not displaced prior to sampling beginning. It also limits loss of any sample from the train.
6. Recoveries were observed for a limited time due to physical distancing protocols that were in place. It appeared that proper lab procedures were followed by experienced personnel. Very little time was spent in the recovery trailer due to Covid-19 protocols in effect.

In conclusion, the protocols used in the field should produce consistent samples for the laboratory. The final emission results should reflect the numbers produced by the Covanta boilers providing the protocols are adhered to at the laboratory.

SVOC samples were collected following the procedures in EPS 1/RM/3 and US EPA Method 23. During the source testing, Ortech followed the sampling and recovery procedures as specified by the methods to maintain the integrity of the samples. Ortech had adequate staff on site to collect samples and transfer the sampling media to the on-site lab for recovery and clean-up. Communications with the control room were maintained at an excellent level to ensure samples were collected during representative operating conditions.

### **Laboratory Processing Audit**

At the request of the Regional Municipality of Durham, Airzone One Ltd. (Airzone) did not audit the laboratory processing samples for the testing program. Airzone will review the laboratory data provided with Ortech's final report, with specific focus on the dioxin/furan and particulate matter results.

### **Conclusion**

Based on the observations made during collection of samples, we are satisfied that Ortech collected all dioxin and furan samples according to standard operating procedures and approved methods, with the deviations from the methods/protocols already noted. Final comments concerning the results of all of the testing and compliance of the facility will be made upon review of the final stack testing report to be issued by Ortech.

Sincerely,



Margaret Matusik, B.ASc  
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Airzone One Ltd.  
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## Appendix - Field Notes

	Semi-Volatiles-1		Semi-Volatiles-1		Metals/Particulate-2	
Date	June 17-20		June 17-20		June 17-20	
Observation	Boiler #1		Boiler #2		Boiler #1	
Nozzle Size/Type	0.2546 Glass		0.2544 Glass		0.2501 Glass	
Meter Cal/ID	1.007/Jan 23-20		1.001/Apr. 17-20		1.008/ Apr. 7-20	
Pitot cal	0.848		0.850		0.805	
Calc Moisture	15%		15%		15%	
Static	-8.36"		-8.24"		-7.8"	
Pitot Leak Check	Yes good		Yes Good		-	
Pre-traverse Leak Check	0.004 @18"		0.001 @15" *		0.005@13"	
SVOC Test Start Time	8:56 *		9:46 *		9:31 *	
Running On Insertion	Yes *		Yes *		Yes *	
Running on removal	Yes		Yes		Yes	
Traverse Completed	10:56		11:26		10:58	
Post-traverse Leak Check	0.01 @15"		0.005@15"		0.013@20"	
Pre-traverse Leak Check		0.01 @15"		0.008 @18"		0.005@13"
SVOC Traverse Start Time		11:18		11:40		11:54
Stack temperature		287 °F		282 °F		-
Traverse Completed		13:18		13:40		13:26
Final Leak Check		0.011@15"		0.005 @20"		0.009 @13"
Running on removal		Yes		Yes		Yes

Note: \* indicates that the auditors did not witness these events due to arriving late.

	Semi-Volatiles-2		Semi-Volatiles-2		Metals/Particulate-3	
Date	June 17-20		June 17-20		June 17-20	
Observation	Boiler #1		Boiler #2		Boiler #1	
Nozzle Size/Type	0.2546 Glass		0.2544 Glass		0.2501 Glass	
Meter Cal/ID	1.007/Jan 23-20		1.001/Apr. 17-20		1.008/ Apr. 7-20	
Pitot cal	0.848		0.850		0.805	
Calc Moisture	15%		15%		15%	
Static	-8.36"		-8.24"		-7.8"	
Pitot Leak Check	Yes good		Yes Good		-	
Pre-traverse Leak Check	0.002 @15"		0.005 @20"		0.005@15"	
SVOC Test Start Time	14:27		14:46		16:55	

Running On Insertion	Yes		Yes		Yes	
Running on removal	Yes		Yes		Yes	
Traverse Completed	16:27		16:46		18:20	
Post-traverse Leak Check	failure		0.002@15"		0.001@15"	
Pre-traverse Leak Check				0.01 @17"		0.001@15"
SVOC Traverse Start Time				16:58		18:30
Stack temperature				282 °F		-
Traverse Completed				18:58		20:00
Final Leak Check				0.005 @15"		
Running on removal				Yes		

	Semi-Volatiles-2		Semi-Volatiles-3		Metals/Particulate-3	
Date	June 18-20		June 18-20		June 18-20	
Observation	Boiler #1		Boiler #2		Boiler #2	
Nozzle Size/Type	0.2546 Glass		0.2544 Glass		0.2501 Glass	
Meter Cal/ID	1.007/Jan 23-20		1.001/Apr. 17-20		1.008/ Apr. 7-20	
Pitot cal	0.848		0.850		0.805	
Calc Moisture	15%		15%		15%	
Static	-8.36"		-8.24"		-7.8"	
Pitot Leak Check	Yes good		Yes Good		-	
Pre-traverse Leak Check	0.004 @18"		0.001 @15"		0.006@15"	
SVOC Test Start Time	8:11		8:15		9:00	
Running On Insertion	Yes		Yes		Yes	
Running on removal	Yes		Yes		Yes	
Traverse Completed	10:11		10:15		10:30	
Post-traverse Leak Check	0.001@15"		0.007@11"		0.002@12"	
Pre-traverse Leak Check		0.002@15"		0.007 @15"		0.007@15"
SVOC Traverse Start Time		10:22		10:45		10:42
Stack temperature		-		-		-
Traverse Completed		12:22		12:45		12:12
Final Leak Check		0.001@15"		0.007 @15"		0.005@11"
Running on removal		Yes		Yes		Yes

	Semi-Volatiles-3	
Date	June 18-20	
Observation	Boiler #1	
Nozzle Size/Type	0.2548 Glass	
Meter Cal/ID	1.007/Jan 23-20	
Pitot cal	0.848	
Calc Moisture	15%	
Static	-8.3"	
Pitot Leak Check	Yes good	
Pre-traverse Leak Check	0.001 @15"	
SVOC Test Start Time	12:42	
Running On Insertion	Yes	
Running on removal	Yes	
Complication	14:34- Sudden loss of power, train shut down and start back up again	
Traverse Completed	14:42	
Post-traverse Leak Check	0.001 @15"	
Pre-traverse Leak Check		0.002 @20"
SVOC Traverse Start Time		14:42
Stack temperature		288 °F
Traverse Completed		16:49
Final Leak Check		0.003 @15"

# Attachment #3 to Report #2020-INFO-96

## Technical Memorandum

**To:** Gioseph Anello, PEng, Region of Durham

**Cc:** Andrew Evans, PEng (Region of Durham)

Laura McDowell, Peng (Region of York)  
Ron Gordon; Seth Dittman, PEng (Region of York)

Daniel Domato, Alan Cremen, John Clark (HDR)

**From:** Bruce Howie, PE

**Date:** September 11, 2020

**Re:** **Durham York Energy Centre: Spring 2020 Stack Test**  
**HDR Observations During Testing and Summary of Results**

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## Introduction

During the period from June 12 through June 18, 2020, ORTECH Consulting, Inc. (ORTECH) conducted the Voluntary Source Test at the Durham York Energy Center (DYEC) for the Regions of Durham and York. This voluntary testing has been performed annually since Commercial Operation. Testing was performed in accordance with the reference methods required under Section 7(1) of the Amended Environmental Compliance Approval (ECA) No. 7306-8FDKNX, originally issued by the Ontario Ministry of Environment, Conservation and Parks (MECP) on June 29, 2011. HDR personnel were on-site to observe DYEC operations and procedures during the testing on June 15, 17 and 18. The purpose of this technical memorandum is to summarize the observations made by HDR personnel during the testing as well as to summarize our review of the results for the Source Testing based on the information provided in the ORTECH Test Report dated August 18, 2020.

## HDR Observations during the Compliance Source Test

The tentative testing schedule for the June 2020 Voluntary Source Test is included in Attachment A to this Technical Memorandum. Also included in Attachment A is a summary of the testing observed by HDR. HDR's role on-site was to observe Covanta's operations of the DYEC during test sampling, and to observe ORTECH's sampling procedures and activities. HDR personnel were on-site during the air emission testing on June 15, 17 and 18, to observe the source test sampling activities with particular focus on the dioxins/furans tests performed on June 17 and 18 for both Units 1 and 2. HDR observed the operations of the boiler and air pollution control system to verify the DYEC

was being operated under normal operating conditions during the test periods. The following is a summary of the key events and observations made by HDR during the sampling days that we were at the DYEC.

### **Monday, June 15<sup>th</sup>**

#### **Unit 1**

Testing began at approximately 10 am with Particulate Matter/Metals and Hydrogen Fluoride for Unit 1 starting at 10:02 and 10:03 respectively. During the first test run, the carbon monoxide (CO) levels in Unit 1 were high ( $>30 \text{ mg/Rm}^3$ ) enough to approach the 4 hour permit limit value in the CofA ( $40 \text{ mg/Rm}^3$ ). As a result, the operator took corrective action and started the gas burner in the unit to lower the CO levels. As a result of this action, the testing was paused. Once the CO levels in the unit stabilized and the burner was taken offline, the test resumed. Testing on Unit 1 resumed at 11:34 am for Particulate/Metals and 11:35am for Hydrogen Fluoride. The Hydrogen/Fluoride test concluded at 11:58 am while the particulate and metals test was paused again due to high CO levels. Unit 1 was running well for all parameters except for CO. Several times throughout the day the instantaneous levels were spiking above the  $40 \text{ mg/Rm}^3$  4-hour rolling average limit value, with some readings spiking as high as  $75 \text{ mg/Rm}^3$ . The cause for the CO spikes was being investigated and was not identified prior to HDR personnel leaving the site.

#### **Unit 2**

Testing for Unit 2 began at 10:01 am for particulate matter and concluded at 12:06 for run #1. Run # 2 started at 13:01 and concluded at 15:04. During the sampling period, Boiler 2 operated at full load (or the Maximum Continuous Rating (MCR)) of approximately  $\sim 34,000 \text{ kg/hr}$ . Ammonia and carbon rates were approximately  $164 \text{ kg/hr}$  and  $5.4 \text{ kg/hr}$ , respectively.

### **Wednesday, June 17<sup>th</sup>**

#### **Unit 1**

Test run #1 for Dioxin/Furan started at 08:56 and ended at 13:18. The second Dioxin/Furan run started at 14:22 but was aborted due to a failed leak test and was rescheduled for the following day. All three (3) Vost tests as well as two (2) aldehydes and one (1) Particulate and Metals were successfully completed while HDR personnel was onsite. Two minor issues arose throughout the day:

- a minor furnace temperature spike occurred at 10:40 which was managed by Control room staff.

- The second pass hopper became plugged which was quickly dealt with by plant maintenance personnel.

Neither of these issues were significant and did not adversely impact the testing.

## **Unit 2**

Run # 1 for Dioxin/Furan began at 09:26 and finished at 13:40. The second Dioxin/Furan run began at 14:46 and was still ongoing when HDR personnel left the site. The All three (3) Vost tests were successfully completed while HDR personnel was onsite. There was one minor issue with the Amesa system; the condensate pump needed to be repaired/replaced which caused a 25-minute delay for the start of Run 2 for the Unit 2 Dioxin/Furan test. Concurrent samples were being collected by the Amesa sampling system and the stack sampling team to gather correlation data. There were no further issues with the Amesa system or with Unit 2 for the remainder of the testing.

During HDR's observations on June 17<sup>th</sup>, both boilers were performing well and were at full load of approximately ~34,000 kg/hr. Ammonia and carbon rates were at approximately 21kg/hr and 5.2 kg/hr for Unit 1 and 26 kg/hr and 5.3 kg/hr for Unit 2. Both units had steam conditions of approximately 503 Deg C and an approximate pressure of 90 BAR.

## **Thursday the 18<sup>th</sup>**

### **Unit 1**

Testing began at approximately 08:00 with Run #2 for Dioxin/Furan starting at 08:11 and ending at 12:22. The third Dioxin/Furan run started at 12:42 and finished at 16:49. The second pass hopper became plugged again and was quickly dealt with by plant maintenance personnel between tests.

### **Unit 2**

Run #3 for dioxin/Furan began at 08:15 and finished at 12:45. The third and final run of Particulate/Metals began at 09:00 and finished at 12:12. There were no issues with Unit 2 during testing.

During the first three (3) days of testing, the second pass hopper became plugged on two separate occasions. HDR recommends that the pressure gauges that were installed in 2016 at the discharge chute on both the Unit 1 and Unit 2 second/third pass hoppers be reinstalled. The original gauges were installed to help the operators detect and potentially avoid blockages, and were removed by Covanta in the beginning of this year.

Both boilers were performing well and were at full load between 33,000kg/hr – 34,000 kg/hr throughout the day. Lime levels for Unit 1 were high between 07:00 and 08:00 in the morning (211 kg/hr) as a result of an HCL spike that require the higher lime rates. The HCL and the lime rates were back down to normal levels by approximately 09:20 and remained there for the rest of the day of testing. Lime levels for Unit 2 remained at approximately 174 kg/hr for the day. Ammonia and Carbon levels were within normal levels throughout the day with Unit 1 at 22 l/hr and 5.16 kg/hr and Unit 2 at 30.5 l/hr and 5.37 kg/hr respectively. Both units had steam conditions of approximately 500 Deg C and had an approximate pressure of 90 BAR.

HDR noted that Covanta's Rick Koehler was on-site throughout the testing period to assist in the coordination and to observe the Compliance Source Testing.

Based on HDR's observations of the Source Testing, ORTECH conducted the testing in accordance with the applicable standards and procedures. ORTECH was careful during each port change to ensure that the probe was not scraped inside the port during insertion and removal of the probe. In addition, sampling equipment was assembled properly, the ice used in the sample box was replenished in a timely manner, and all required leak checks were conducted. After each completed test, the sampling trains were transported to a trailer located outside the boiler building for recovery and clean up to avoid potential contamination at the test location. Based on HDR's observation, most of the ORTECH personnel on-site during the Spring 2020 Voluntary Stack Test were part of the same testing crews that conducted previous stack tests and sampling at the DYEC. It should be noted that the actual clock times associated with each run are slightly longer than the run lengths indicated in the test plan. This difference is due to the time it took ORTECH to pull the probe out of the first port, leak check the sampling equipment, and insert the probe into the second port. This is typical of stack sampling practices.

Attachment B provides a summary of the DYEC operating data recorded by Covanta's distributive control system (or DCS) during the dioxin/furan tests. As previously noted, HDR did not observe any deviations from the approved test protocol or applicable stack test procedures and based on the operational data and HDR's observations, the boilers and APC equipment were operated under normal conditions during the testing.



## Summary of Results

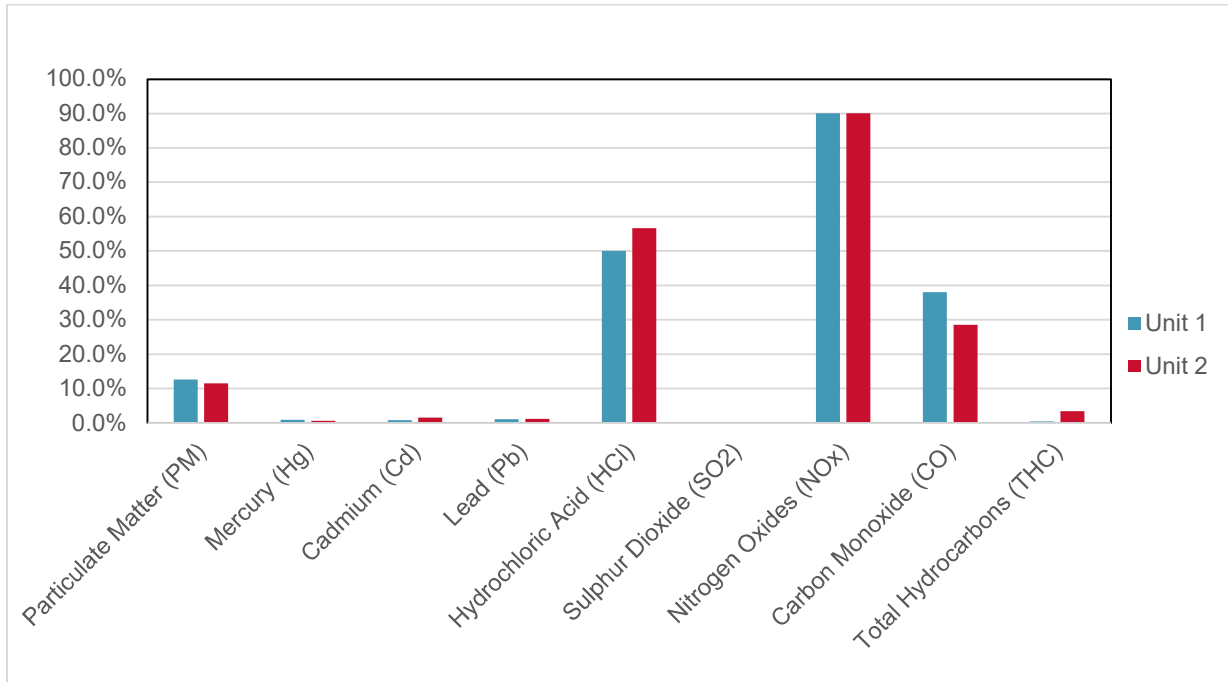
The results of the testing program, based on ORTECH's August 18, 2020 report, are summarized in Table 1 and Figures 1 and 2. As shown, emissions of all pollutants are corrected to 11% oxygen and were below the ECA's Schedule "C" limits. As a part of HDR's review of the ORTECH report, we completed a review of the data presented and calculations. There were no errors in calculations found during this review.

**Table 1 – Summary of June 2020 Voluntary Source Test Results**

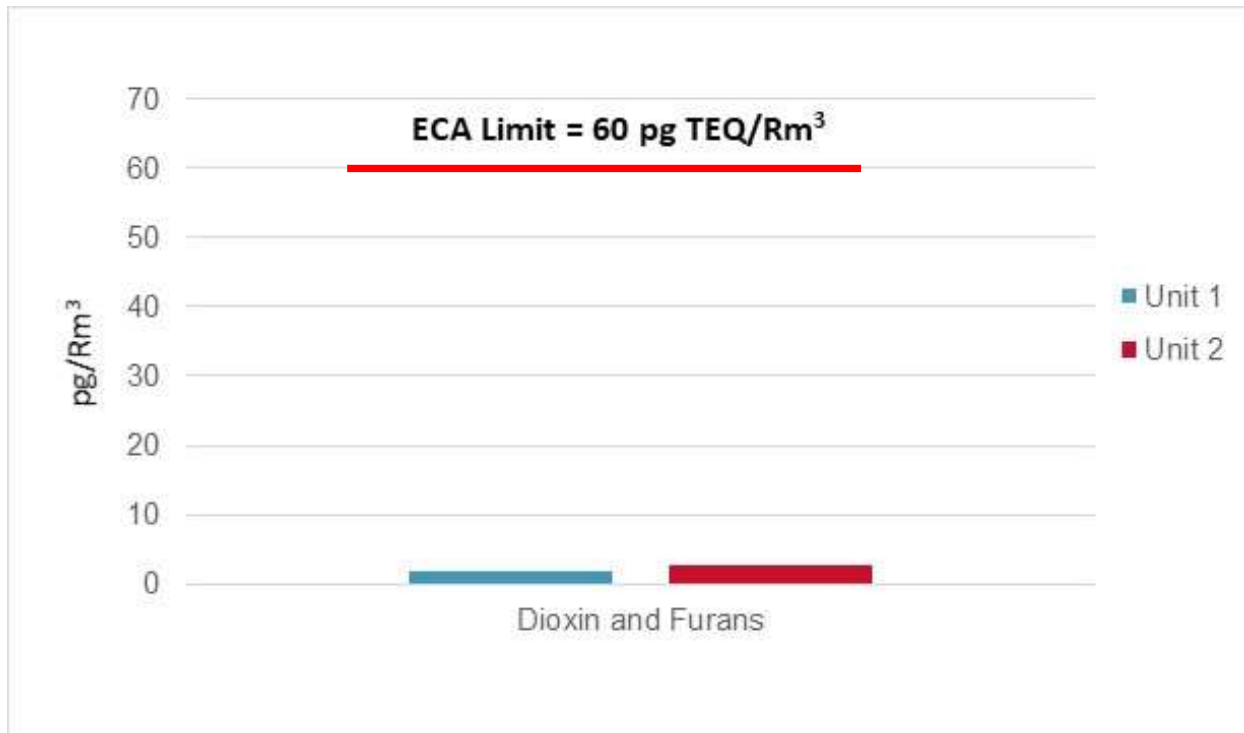
Parameter	Units	ECA Limit	Unit 1		Unit 2	
			Result	% of Limit	Result	% of Limit
Particulate Matter (PM) <sup>(1)</sup>	mg/Rm <sup>3</sup>	9	1.14	12.7%	1.04	11.6%
Mercury (Hg) <sup>(1)</sup>	µg/Rm <sup>3</sup>	15	0.13	0.9%	0.10	0.7%
Cadmium (Cd) <sup>(1)</sup>	µg/Rm <sup>3</sup>	7	<0.056	0.8%	0.11	1.6%
Lead (Pb) <sup>(1)</sup>	µg/Rm <sup>3</sup>	50	0.55	1.1%	0.61	1.2%
Hydrochloric Acid (HCl) <sup>(2)(3)</sup>	mg/Rm <sup>3</sup>	9	4.5	50.0%	5.1	56.7%
Sulphur Dioxide (SO <sub>2</sub> ) <sup>(2)(3)</sup>	mg/Rm <sup>3</sup>	35	0	0%	0	0.0%
Nitrogen Oxides (NO <sub>x</sub> ) <sup>(2)(3)</sup>	mg/Rm <sup>3</sup>	121	109	90.1%	109	90.1%
Carbon Monoxide (CO) <sup>(2)(4)</sup>	mg/Rm <sup>3</sup>	40	15.2	38.0%	11.4	28.5%
Total Hydrocarbons (THC) <sup>(5)</sup>	ppm	50	0.2	0.4%	1.7	3.4%
Dioxin and Furans <sup>(6)</sup>	pg TEQ/Rm <sup>3</sup>	60	<1.82	3.0%	<2.53	4.2%

(1) dry at 25°C and 1 atmosphere, adjusted to 11% oxygen by volume  
(2) based on process data or CEM data provided by Covanta  
(3) maximum calculated rolling arithmetic average of 24 hours of data measured by the DYEC CEMS, dry at 25°C and 1 atmosphere, adjusted to 11% oxygen by volume  
(4) maximum calculated rolling arithmetic average of 4 hours of data measured by the DYEC CEMS, dry at 25°C and 1 atmosphere, adjusted to 11% oxygen by volume  
(5) average of three one-hour tests measured at an undiluted location, reported on a dry basis expressed as equivalent methane  
(6) calculated using the NATO/CCMS (1989) toxicity equivalence factors and the full detection limit for those isomers below the analytical detection limit, dry at 25°C and 1 atmosphere, adjusted to 11% oxygen by volume

**Figure 1 - DYEC Test Results as a Percent of ECA Limit**



**Figure 2 – Test Results for Dioxins and Furans**



**Conclusions and Recommendations**

HDR has completed our review of the preliminary results of the air emissions testing performed during the DYEC Spring 2020 Voluntary Test. Representatives from HDR were present at the DYEC to observe the sampling procedures and facility operations throughout the majority of the testing period that occurred between June 15 and June 18, 2020. Overall, HDR's observations concluded that ORTECH appeared to follow the approved stack sampling procedures and test methods, and that Covanta's plant personnel operated the DYEC under normal operating conditions and in accordance with acceptable industry operating standards. Based on the results summarized in ORTECH's final test report (dated August 18, 2020), the air emission results of the Spring 2020 Voluntary Test demonstrated that the DYEC operated below the ECA's Schedule "C" limits.

**Attachments:**

Attachment A – Tentative Stack Test Schedule and Summary of Testing Observed by HDR

Attachment B – Summary of Operating Data during Dioxin/Furan Tests

Attachment A:  
Tentative Stack Test Schedule  
& Summary of Testing  
Observed by HDR.

## Tentative Test Schedule

Day/Location		Parameter	Method	# of Runs	Duration
<b>Friday June 12</b>	#1 & #2 APC	Setup and Prelim. Particulate	Ontario M5	2	60
<b>Monday June 15</b>	#1 APC Outlet	Particulate/Metals	Ontario M5/EPA M29	2	180
		Hydrogen Fluoride	EPA M26A	3	60
	#2 APC Outlet	Particulate/Metals	Ontario M5/EPA M29	1	180
		PM <sub>10</sub> , PM <sub>2.5</sub> & Condensables	EPA Method 201A/202	3	120
<b>Tuesday June 16</b>	#1 APC Outlet	PM <sub>10</sub> , PM <sub>2.5</sub> & Condensables	EPA Method 201A/202	3	120
		Particulate/Metals	Ontario M5/EPA M29	1	180
	#2 APC Outlet	Particulate/Metals	Ontario M5/EPA M29	2	180
		Hydrogen Fluoride	EPA M26A	3	60
<b>Wednesday June 17</b>	#1 APC Outlet	Dioxin/Furan	EPS 1/RM/2	2	240
		VOST	SW846-0030	3	40
		Aldehydes	NCASI Method ISS/FP-A105.01	3	60
	#2 APC Outlet	Dioxin/Furan	EPS 1/RM/2	2	240
		VOST	SW846-0030	3	40
		Aldehydes	NCASI Method ISS/FP-A105.01	3	60
<b>Thursday June 18</b>	#1 APC Outlet	Dioxin/Furan	EPS 1/RM/3	1	240
	#2 APC Outlet	Dioxin/Furan	EPS 1/RM/2	1	240

Note: Friday June 19<sup>th</sup> is reserved as a contingency test day.

## Summary of Testing Observed by HDR.

### Day 1 – Monday 15<sup>th</sup> June

Unit	Test Parameter	Test Method	Run No.	Test Start	Test Stop
Unit 1	Particulates/Metals	Ontario M5/EPA M29	1	10:02	18:21
	Particulates/Metals	Ontario M5/EPA M29	2	Postponed	
	Hydrogen Fluoride	EPA M26A	1	10:03	11:58
	Hydrogen Fluoride	EPA M26A	2	16:49	17:49
	Hydrogen Fluoride	EPA M26A	3	17:57	18:57
Unit 2	PM10/PM2.5/Condensable	EPA M201A/202	1	10:01	12:06
	PM10/PM2.5/Condensable	EPA M201A/202	2	13:01	15:04

### Day 3 – Wednesday 17<sup>th</sup> June

Unit	Test Parameter	Test Method	Run No.	Test Start	Test Stop
Unit 1	Outlet SVOC (Dioxin/Furan)	EPS 1/RM/2	1	8:56	13:18
	Outlet SVOC (Dioxin/Furan)	EPS 1/RM/2	2	14:22	Aborted
	VOST	SW846-0030	1	8:51	9:31
	VOST	SW846-0030	2	9:31	10:17
	VOST	SW846-0030	3	10:21	11:03
	VOST	SW846-0030	4	11:07	11:47
	Aldehydes	NCASI Method ISS/FP-A105.01	1	12:24	13:24
	Aldehydes	NCASI Method ISS/FP-A105.01	2	13:28	14:43
	Aldehydes	NCASI Method ISS/FP-A105.01	3	13:28	14:43
	Particulate Metals	Ontario M5/EPA M29	2	9:31	13:26
Particulate Metals	Ontario M5/EPA M29	3	16:51		
Unit 2	Outlet SVOC (Dioxin/Furan)	EPS 1/RM/2	1	9:26	13:40
	Outlet SVOC (Dioxin/Furan)	EPS 1/RM/2	2	14:46	18:58
	VOST	SW846-0030	1	9:26	10:06
	VOST	SW846-0030	2	10:10	10:50
	VOST	SW846-0030	3	10:54	11:34
	VOST	SW846-0030	4	11:44	12:24
	Aldehydes	NCASI Method ISS/FP-A105.01	1	13:07	14:07
	Aldehydes	NCASI Method ISS/FP-A105.01	2	14:35	15:35
	Aldehydes	NCASI Method ISS/FP-A105.01	3	15:40	16:40

### Day 4 – Thursday 18<sup>th</sup> June

Unit	Test Parameter	Test Method	Run No.	Test Start	Test Stop
Unit 1	Outlet SVOC (Dioxin/Furan)	EPS 1/RM/2	2	8:11	12:22
	Outlet SVOC (Dioxin/Furan)	EPS 1/RM/2	3	12:42	16:49
Unit 2	Outlet SVOC (Dioxin/Furan)	EPS 1/RM/2	3	8:15	12:45
	Particulate Metals	Ontario M5/EPA M29	3	9:00	12:12

Attachment B:  
Summary of Operating Data  
during the Dioxin/Furan Tests

### June 2020 Voluntary Dioxin Testing Operations Data and Results

Operating Parameter	Boiler 1			Boiler 2		
	Run 1	Run 2	Run 3	Run 1	Run 2	Run 3
	17-Jun	18-Jun	18-Jun	17-Jun	17-Jun	18-Jun
MSW Combusted (tonnes/day)						
Steam (kg/hr)	33,790	33,765	33,759	33,480	33,638	33,578
Steam temp	501	502	503	502	504	504
Primary Air Flow	36,179	35,205	35,868	37,204	36,879	37,831
Overfire Air Flow	7,052	6,820	6,784	7,578	7,577	7,607
Tertiary Air (Fresh LN Air)	9,629	8,990	9,001	9,963	9,908	9,308
Tertiary air temperature °C	37.4	39.4	41.8	35.6	37.1	38.1
Lime Injection (kg/day)	174.4	193.3	174.4	175.1	175.6	176.9
Ammonia Injection Rate (liters/m)	0.3	0.4	0.4	0.4	0.4	0.5
Carbon Injection (kg/hr)	5.2	5.2	5.2	5.3	5.3	5.3
Combustion air preheat temp	124.8	125.0	125.0	115.0	115.0	120.0
Average Combustion Zone Temp °C	1,061	1,049	1,032	1,158	1,164	1,162
Superheater #3 Flue gas inlet Temp °C	608	610	616	604	609	613
Economizer Inlet Temp °C	342	340	342	344	346	346
Economize Outlet Temp °C	169	168	172	166	166	166
Quench Outlet Temp °C	154	154	154	153	152	152
Reactor Outlet (BH Inlet) Temp °C	144	144	144	143	143	143
Baghouse Outlet Temp °C	140	141	141	139	139	139
Tertiary Air Header Pressure mbar	60	60	60	60	60	60
Tertiary Air Left mbar	41	36	37	38	38	33
Tertiary air Right mbar	42	37	37	38	38	33
Baghouse Differential Pressure mbar	11	11	11	10	10	10
Oxygen (%) - Boiler Outlet	8.9	8.3	8.2	8.5	8.5	8.3
Oxygen (%) - Baghouse Outlet	9.3	8.3	8.3	9.4	8.9	8.4
CO -Boiler Outlet - mg/Rm3	22.0	15.7	18.7	15.6	14.0	12.8
CO - Baghouse Outlet - mg/Rm3	13.0	7.7	7.2	11.9	10.3	9.4
NOx - mg/Rm3	109.2	109.8	111.3	109.0	108.2	109.0
NH3 mg/Rm3	9.0	8.4	8.7	8.7	8.7	8.6
Flue gas moisture	16%	16%	18%	17%	16%	16%
<b>Outlet/Stack Dioxin - NATO - (pg TEQ/Rm<sup>3</sup>)</b>	1.77	1.70	1.99	2.14	3.26	2.19

<sup>1</sup>Average Unit data for the periods corresponding to the test run times.



## Summary of Source Test Results - Fall 2017 to Fall 2020

Parameter	Emission limit	Fall 2017 Compliance		Spring 2018 Voluntary		Fall 2018 Compliance		Spring 2019 Voluntary		Fall 2019 Compliance		Spring 2020 Voluntary		Average Result
		Boiler 1	Boiler 2	Boiler 1	Boiler 2	Boiler 1	Boiler 2	Boiler 1	Boiler 2	Boiler 1	Boiler 2	Boiler 1	Boiler 2	
<b>Cadmium</b>	7 ug/Rm3	0.05	0.03	0.14	0.12	0.14	0.04	0.10	0.08	0.18	0.08	0.056	0.11	<b>0.09</b>
<b>Carbon Monoxide</b>	40 mg/Rm3	11.5	12.2	19.7	13.0	13.0	13.4	13.10	12.2	11.2	12.1	15.2	11.4	<b>13.2</b>
<b>Dioxins and Furans</b>	60 pg/Rm3	5.9	10.10	10.4	10.5	5.05	3.22	4.55	4.58	1.51	3.24	1.82	2.53	<b>5.28</b>
<b>Hydrochloric Acid</b>	9 mg/Rm3	2.00	5.10	2.00	3.80	2.9	4.10	1.9	4.2	3.0	5.1	4.5	5.1	<b>3.64</b>
<b>Lead</b>	50 ug/Rm3	0.34	0.48	0.45	0.29	0.18	0.22	0.59	0.46	0.54	0.57	0.55	0.61	<b>0.44</b>
<b>Mercury</b>	15 ug/Rm3	0.22	0.18	0.22	0.77	0.30	0.13	0.35	0.10	0.29	0.10	0.13	0.10	<b>0.24</b>
<b>Nitrogen Oxides</b>	121 mg/Rm3	112	111	109	109	109	111	110	110	111	110	109	109	<b>110</b>
<b>Organic Matter</b>	50 ppm <sub>dv</sub>	0.3	0.03	0.8	1.2	0.7	1.0	1.8	0.5	0.8	0.3	0.2	1.7	<b>0.78</b>
<b>Sulphur Dioxide</b>	35 mg/Rm3	2.4	1.7	0.02	0.0	0.0	0.10	0.03	0.02	0.0	0.01	0	0	<b>0.36</b>
<b>Total Suspended Particulate Matter</b>	9 mg/Rm3	1.40	0.66	1.11	0.96	0.34	0.32	0.62	0.38	0.61	0.54	1.14	1.04	<b>0.76</b>

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2564



# The Regional Municipality of Durham Information Report

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From: Commissioner of Planning and Economic Development  
Report: #2020-INFO-97  
Date: October 23, 2020

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**Subject:**

Monitoring of Land Division Committee Decisions of the October 5, 2020 meeting and Consent Decisions made by the Commissioner of Planning and Economic Development

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**Recommendation:**

Receive for information

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**Report:**

**1. Purpose**

- 1.1 This report summarizes the decisions on consent applications made by the Commissioner of Planning and Economic Development pursuant to By-law 19-2020 and decisions made by the Regional Land Division Committee at its meeting of October 5, 2020 (see Attachment #1). The applications approved by the Commissioner are deemed to be non-controversial in that no comments or concerns were raised during the circulation process. All approved applications conform to the Durham Regional Official Plan. For the applications approved by the Land Division Committee, no appeals to the Local Planning Appeal Tribunal are recommended.
- 1.2 A copy of this report will be forwarded to the Land Division Committee for its information

**2. Attachments**

Attachment #1: Monitoring Chart from the October 5, 2020 Meeting and Decisions Delegated to the Commissioner of Planning and Economic Development

Respectfully submitted,

Original signed by

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



## Monitoring of Land Division Committee Decisions for the Meeting Date of Monday, October 05, 2020

Appeal Deadline: Tuesday, October 27, 2020

LD File Number	Owner	Location	Nature of Application	Regional Official Plan	LDC Decision
LD 074/2020	Ganeshalingam, Kajenthiran	Part lot 33, Conc. 2 City of Pickering	Consent to sever a 705.8 m2 hamlet lot, retaining a 705.8 m2 hamlet lot. Existing dwelling to be demolished.	Does not conform	Denied unanimously
LD 076/2020	Yakely, Kayleen	Part lot 32, Conc. 4 Twp. of Uxbridge	Consent to add an 8.01 ha non-farm related rural residential parcel of land to the south, retaining a 31.77 ha parcel of land.	Conforms	Approved by Commissioner
LD 077/2020	Yakley, Kayleen Turner, Glenna & Jeannie	Part lot 31, Conc. 4 Twp. of Uxbridge	Consent to add an 8.01 ha non-farm related rural residential parcel of land to the north, retaining a 30.98 ha non-farm related rural residential parcel of land.	Conforms	Approved by Commissioner
LD 078/2020	Bryan, Cindy Ann Rotz, Alan Mervyn	Part lot 24, Conc. 6 Town of Whitby	Consent to add a 285.5 m2 residential parcel of land to the east, retaining an 826.1 m2 residential parcel of land.	Conforms	Approved by Commissioner

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2564



# The Regional Municipality of Durham Information Report

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From: Commissioner of Planning and Economic Development  
Report: #2020-INFO-98  
Date: October 23, 2020

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**Subject:**

Monitoring of Growth Trends, File: D01-02-01

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**Recommendation:**

Receive for information

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**Report:**

**1. Purpose**

- 1.1 This report is the second of two biannual reports monitoring growth trends in Durham. It presents historical population and household data for the Region and area municipalities for the 2015 to 2020 period. It also includes short-term forecasts for the 2020 to 2025 period.
- 1.2 The data is provided for the end of May (to correspond with the timing of the Census) and for December (calendar year-end). Information presented in this report is intended for use in various Regional studies and programs including the Municipal Comprehensive Review (Regional Official Plan Update), Development Charges Studies, and the annual Five-year Servicing and Financing Study.

**2. Previous Reports and Decisions**

- 2.1 [\(2019-INFO-90\) December 6, 2019 Monitoring of Growth Trends](#)
- 2.2 [\(2020-INFO-30\) April 9, 2020 Monitoring of Growth Trends](#)

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### **3. Historical population and household estimates (2015-2020)**

- 3.1 The population and household estimates presented in Attachments 1 and 2, are based on:
- a. Statistics Canada Census information for 2011 and 2016 including an estimate for net undercoverage<sup>1</sup>; and
  - b. Canada Mortgage and Housing Corporation (CMHC) monthly housing completion data for non-Census years.
- 3.2 The semi-annual population estimates presented in Attachment 1 indicate that the Region's mid-year population growth increased by 9,960 persons from 2019 to 2020, representing a growth rate of 1.43%. The population growth for the five-year period from May 2015 to May 2020 was 4.65%, (0.93% per year average).
- 3.3 The semi-annual household estimates presented in Attachment 2, indicate that the Region's mid-year household growth increased by 3,695 households from 2019 to 2020, representing a growth rate of 1.56%. The household growth for the five-year period from May 2015 to May 2020 was 6.96%, (1.39% per year average).

### **4. Short-term growth forecasts (2020-2025)**

- 4.1 The short-term growth forecasts for population and households presented in Attachments 3 and 4 are based on:
- a. housing production estimates provided by the area municipalities;
  - b. an analysis of past trends; and
  - c. estimates of the timing and anticipated annual housing occupancy across the Region.
- 4.2 The forecasts make no allowances for unpredictable factors such as changes in economic conditions affecting residential growth (e.g. significant increases in mortgage rates, building trade strikes, etc.).
- 4.3 The short-term forecasts indicate that in the next five years Durham's population is projected to increase from 704,140 (2020) to 802,000 in 2025 (refer to Attachment

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<sup>1</sup> Net undercoverage refers to the net population counts that are missed during the Census enumeration due to persons with no usual residence, incorrect questionnaires, missed dwellings, away from home, etc.

3). The population growth for the five-year period from May 2020 to May 2025 is expected to be 13.9%, (approximately 2.78% per year on average).

4.4 Similarly, the current number of households in Durham is projected to increase from 240,780 (2020) to approximately 275,920 in 2025 (refer to Attachment 4). The household growth for the five-year period from May 2020 to May 2025 is expected to be 14.6%, (approximately 2.9% per year on average).

4.5 These forecasts recognise an increased rate of growth in Pickering towards the end of the period, adding approximately 9,500 households and 28,500 people to the forecast as the Seaton community continues to develop.

## **5. Relationship to Strategic Plan**

5.1 This report aligns with/addresses the following strategic goals and priorities in the Durham Region Strategic Plan:

- a. Goal 5.3 – Demonstrate commitment to continuous quality improvement and communicating results.

## **6. Conclusion**

6.1 Regional Council will continue to be kept apprised of emerging population and household data and trends through regular updates of this information.

6.2 A copy of this report will be forwarded to the Area Municipalities, the Durham Regional Police Services, the Local Health Integration Network and the School Boards in Durham.

## **7. Attachments**

Attachment #1: Semi-annual Population Estimates, 2015-2020

Attachment #2: Semi-annual Household Estimates, 2015-2020

Attachment #3: Semi-annual Population Forecasts, 2020-2025

Attachment #4: Semi-annual Household Forecasts, 2020-2025

Respectfully submitted,

Original signed by

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



## Semi-annual Population Estimates, 2015-2020 (May and December)

Year	Ajax	Brock	Clarington	Oshawa	Pickering	Scugog	Uxbridge	Whitby	Durham
2015 (Dec)	123,740	12,045	94,860	163,925	95,115	22,380	21,930	132,765	666,755
2016 (May)	124,230	12,085	95,515	165,525	95,265	22,440	21,980	133,265	670,310
2016 (Dec)	124,805	12,065	96,490	166,535	95,220	22,370	22,045	133,515	673,040
2017 (May)	125,505	12,050	97,395	167,430	95,765	22,320	22,265	134,400	677,125
2017 (Dec)	126,445	12,140	98,550	169,320	96,255	22,245	22,245	135,050	682,250
2018 (May)	127,840	12,130	99,215	170,120	96,585	22,195	22,345	135,280	685,710
2018 (Dec)	128,725	12,265	100,290	172,660	97,435	22,110	22,340	135,760	691,580
2019 (May)	129,150	12,305	100,815	173,595	97,950	22,080	22,330	135,955	694,180
2019 (Dec)	129,960	12,350	102,110	175,025	98,690	22,025	22,320	136,980	699,460
2020 (May)	131,400	12,540	102,900	175,195	99,040	21,980	22,315	138,765	704,140

Note: All figures rounded

Source: Statistics Canada Census and CMHC monthly housing completions data.

## Semi-annual Household Estimates, 2015-2020 (May and December)

Year	Ajax	Brock	Clarington	Oshawa	Pickering	Scugog	Uxbridge	Whitby	Durham
2015 (Dec)	37,450	4,520	32,580	61,980	30,815	8,175	7,635	43,325	226,480
2016 (May)	37,550	4,545	32,840	62,595	30,920	8,220	7,665	43,530	227,865
2016 (Dec)	37,655	4,550	33,225	62,990	30,985	8,225	7,705	43,670	229,005
2017 (May)	37,815	4,555	33,570	63,340	31,220	8,230	7,795	44,005	230,530
2017 (Dec)	38,030	4,600	34,020	64,065	31,465	8,235	7,805	44,275	232,495
2018 (May)	38,400	4,605	34,290	64,375	31,630	8,240	7,850	44,395	233,785
2018 (Dec)	38,595	4,670	34,710	65,355	31,990	8,240	7,870	44,615	236,040
2019 (May)	38,675	4,695	34,930	65,715	32,220	8,250	7,875	44,720	237,085
2019 (Dec)	38,845	4,725	35,435	66,270	32,550	8,260	7,890	45,120	239,100
2020 (May)	39,225	4,810	35,750	66,345	32,725	8,270	7,905	45,755	240,780

Note: All figures rounded

Source: Statistics Canada Census and CMHC monthly housing completions data.

## Semi-annual Population Forecasts, 2020-2025 (May and December)

Year	Ajax	Brock	Clarington	Oshawa	Pickering	Scugog	Uxbridge	Whitby	Durham
2020 (Dec)	131,700	12,450	104,550	178,450	102,050	22,400	22,450	139,550	714,100
2021 (May)	133,200	12,500	105,500	179,600	103,950	22,500	22,450	140,500	720,600
2021 (Dec)	135,650	12,550	107,300	181,750	107,600	22,750	22,500	142,450	732,800
2022 (May)	137,350	12,550	108,300	182,850	109,950	22,800	22,500	143,650	740,000
2022 (Dec)	140,200	12,600	110,150	184,800	114,400	22,950	22,550	146,000	753,500
2023 (May)	141,950	12,600	111,100	185,950	116,600	22,950	22,550	147,250	760,700
2023 (Dec)	144,800	12,650	113,000	188,050	120,750	23,050	22,600	149,600	774,000
2024 (May)	146,500	12,650	113,950	189,200	123,050	23,100	22,650	150,750	781,200
2024 (Dec)	149,300	12,700	115,850	191,250	127,500	23,200	22,750	152,950	794,600
2025 (May)	151,200	12,700	116,850	192,300	129,950	23,200	22,750	154,050	802,000

Note: All figures rounded

Source: Statistics Canada 2016 Census and CMHC monthly housing completions data.

## Semi-annual Household Forecasts, 2020-2025 (May and December)

Year	Ajax	Brock	Clarington	Oshawa	Pickering	Scugog	Uxbridge	Whitby	Durham
2020 (Dec)	39,310	4,780	36,320	67,580	33,730	8,440	7,940	46,010	244,110
2021 (May)	39,690	4,800	36,700	68,040	34,450	8,500	7,960	46,400	246,530
2021 (Dec)	40,370	4,830	37,380	68,850	35,720	8,620	8,000	47,080	250,840
2022 (May)	40,810	4,840	37,770	69,280	36,600	8,660	8,020	47,550	253,520
2022 (Dec)	41,600	4,870	38,470	70,030	38,150	8,740	8,050	48,370	258,290
2023 (May)	42,040	4,890	38,860	70,490	38,980	8,790	8,070	48,840	260,960
2023 (Dec)	42,830	4,920	39,570	71,300	40,450	8,860	8,110	49,670	265,710
2024 (May)	43,260	4,930	39,970	71,740	41,330	8,900	8,130	50,120	268,380
2024 (Dec)	44,020	4,960	40,670	72,520	42,900	8,970	8,190	50,900	273,140
2025 (May)	44,510	4,980	41,080	72,950	43,850	9,000	8,200	51,350	275,920

Note: All figures rounded

Source: Statistics Canada Census and CMHC monthly housing completions data.

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2564



# The Regional Municipality of Durham Information Report

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From: Commissioner of Planning and Economic Development  
Report: #2020-INFO-99  
Date: October 23, 2020

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**Subject:**

Quarterly Report - Commissioner's Delegated Planning Approval Authority, and Summary of Planning Activity in the Third Quarter of 2020. File: 1.2.7.19

---

**Recommendation:**

Receive for information

---

**Report:**

**1. Purpose**

1.1 The Region's Commissioner of Planning and Economic Development has been delegated the authority to approve certain area municipal official plan amendments in all area municipalities, as well as subdivisions, condominiums, and part lot control exemption by-laws in the Townships of Brock, Scugog, and Uxbridge. The Commissioner reports to Council quarterly on actions taken under this delegated authority.

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

2.1 Prior to the adoption of an area municipal official plan amendment by a local Council, a draft is forwarded to the Region for review and a determination as to whether it affects a matter of Regional interest, including conformity with Provincial Plans and consistency with the Provincial Policy Statement. If it is felt the draft amendment deals with matters of Regional significance, it is subject to approval by the Commissioner of Planning and Economic Development. If the area municipal

official plan amendment does not trigger a matter of Regional interest, then approval would rest with the area municipality.

2.2 In the third quarter of 2020, the Planning Division received four area municipal official plan amendment applications. Two of the applications have been exempted from Regional approval, and two are currently under review as follows:

- In the City of Pickering, application **OPA 20-005/P** which proposes to add a site-specific exception to permit the development of 28 back-to-back units, and 50 lane based 'duplex' townhouse units south of Taunton Road and West of Burkholder Drive is exempt.
- In the Township in Scugog, application **SOP/01/2020** which proposes to redesignate a portion of a site from 'Neighbourhood Commercial' to 'Residential' to permit the development of 80 unit back-to-back townhouse units at the north west corner of Simcoe Street and King Street is exempt.
- In the Town of Ajax, application **OPA 20-A3** which proposes to redesignate a site from 'Low Density Residential' to 'Neighbourhood Centre' to permit an 8-storey apartment building west of Lake Driveway West is currently under review.
- In the City of Oshawa, application **OPA-O-2020-02** which proposes to add a site specific exception to permit at-grade retail uses, four townhouse blocks and one block for townhouses, semi-detached, and single detached units at the south-west corner of Thoroughbred Street and Dance Act Avenue is currently under review.

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

3.1 The Region is the approval authority for plans of subdivision and condominium in the three northern Townships. In the third quarter of 2020, the Commissioner of Planning and Economic Development did not receive, comment, issue draft approval nor issue final approval on any subdivision or condominium applications in the three northern Townships.

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

4.1 Regional staff review planning applications circulated from the area municipalities to ensure conformity with the Regional Official Plan (ROP), other Regional policies, and Provincial plans and policies. The Planning Division also coordinates comments from other Regional Departments to provide a coordinated response to the area municipalities on the following planning matters:

- Area Municipal Official Plan amendment applications;
- Delegated plans of subdivision and condominium, and part-lot control exemption by-laws;
- Zoning By-law amendment applications; and
- Select minor variance applications.

4.2 Planning Division staff also provide coordinated comments to the Regional Land Division Committee on consent applications.

4.3 Attachment 1 provides a numeric summary of Regional staff's review of planning applications across the Region.

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

5.1 Regional Council is the approval authority for applications to amend the Durham Region Official Plan (ROPA).

5.2 As of September 30, 2020, there were a total of 10 ROPA applications under consideration (refer to Attachment 2 which includes a chart and maps). In the third quarter of 2020, no new ROPA applications were received.

5.3 In the third quarter, Council approved three ROPA applications.

## **6. Appeals to the Local Planning Appeal Tribunal**

6.1 The third quarter of 2020 saw no additional activity with the Local Planning Appeal Tribunal (LPAT).

6.2 One non-exempt Area Municipal Official Plan amendment application and four consent applications are currently before the LPAT (refer to Attachments 3A and 3B).

## **7. Reserved Street Names**

7.1 The Planning Division coordinates street naming in the Region. Street names are reviewed by the Region in consultation with Durham Regional Police Services in order to avoid the use of similar sounding street names. Approved street names are included in a street name reserve list for each area municipality. A total of 67 new street names were included on the Regional reserve street name list in the third quarter of 2020 (Refer to Attachment 4).

## **8. Regional Woodland Permit Applications**

8.1 The Planning Division coordinates Good Forestry Practice permits and Clear-Cutting permits in woodlands across the Region that are one hectare in size and greater. Applications are reviewed in consultation with the Region's Tree By-law Officer, and the applicable area municipality and conservation authority. Three new applications were received during the third quarter of 2020.

## **9. Attachments**

Attachment #1: Summary of Regional Review of Planning Applications

Attachment #2: Summary and Maps of Regional Official Plan Amendment applications currently being processed or before the Local Planning Appeal Tribunal

Attachment #3A: Non-Exempt Area Municipal Planning Applications before the Local Planning Appeal Tribunal

Attachment #3B: Land Division Applications before the Local Planning Appeal Tribunal

Attachment #4: Summary of Reserved Street Names

Respectfully submitted,

Original signed by

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



**Regional Review of Planning Applications - Summary**  
**July 1 to September 30, 2020**

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**Area Municipal Official Plan Amendments**

Received	4
Commented	2

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**Delegated Subdivisions & Condominiums (Lakeshore Area Municipalities)**

Received	6
Provided Comments	9
Issued conditions of Draft Approval	6
Cleared Conditions of Draft Approval	4

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**Non-Delegated Subdivisions & Condominiums (Northern Municipalities)**

Received	0
Provided Comments	0
Issued conditions of Draft Approval	0
Issued Final Approval	0

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**Zoning By-laws Amendments**

Received	15
Commented	17

---

**Non-Delegated Part Lot Control**

Received	0
Commented	0

---

**Consents**

Received	29
Commented	52

---

**Good Forestry Practice and Clear-Cutting Applications**

Received	3
Issued permits	0

**Regional Official Plan Amendment applications currently being processed or  
before the Local Planning Appeal Tribunal (As of September 30, 2020)**

<b>OPA file</b>	<b>Council/ standing committee corr.</b>	<b>Applicant/ Location</b>	<b>Proposed amendment</b>
<b>1997-013</b>	97-352	1204538 Ontario Inc. Lot 11, Conc. 6 (Thorah) Township of Brock (West of Hwy. 12 & 48, North of Main St.)	<b>To permit a rural employment area in the General Agricultural Area designation.</b> Status: On hold. Applicant to advise of next steps.
<b>2000-003</b>	2000-273	Town of Ajax (South of Bayly St., East of Church St.)	<b>To delete a Type C Arterial Road (Deferral #3 to the Town of Ajax Official Plan).</b> Status: ROPA #171 maintained the Clements Rd. connection in the ROP. Planned studies related to development and the widening of Bayly Street will re-examine the connection.
<b>2005-009</b>	SC-2005-66	Loblaw Properties Ltd. Lots 3 & 4, Conc. 1 Town of Ajax (South of Achilles Rd., East of Salem Rd.)	<b>To delete a Type C Arterial Road.</b> Status: ROPA #171 maintained the Shoal Point Rd. extension, north of Bayly Street in the ROP. Final disposition of this file is pending.
<b>2005-011</b>	SC-2005-68	Brooklin Golf Club Limited Lots 21 to 25, Conc. 8 Town of Whitby (South of Myrtle Rd., West of Baldwin St.)	<b>To permit two 18-hole golf courses and a resort /conference centre in the Permanent Agricultural Reserve designation.</b> Status: Awaiting further technical studies from the applicant.
<b>2014-008</b>		Vicdom Sand & Gravel (Ontario) Ltd. Part of Lot 15, Conc. 7 & 8 Township of Uxbridge (North of Goodwood Rd., West of Lakeridge Rd.)	<b>To add a new aggregate resource area (18.9 ha. in size) in Uxbridge.</b> Status: Decision meeting was scheduled for October 6, 2020. Planning and Economic Development Department recommended approval of the draft ROPA.

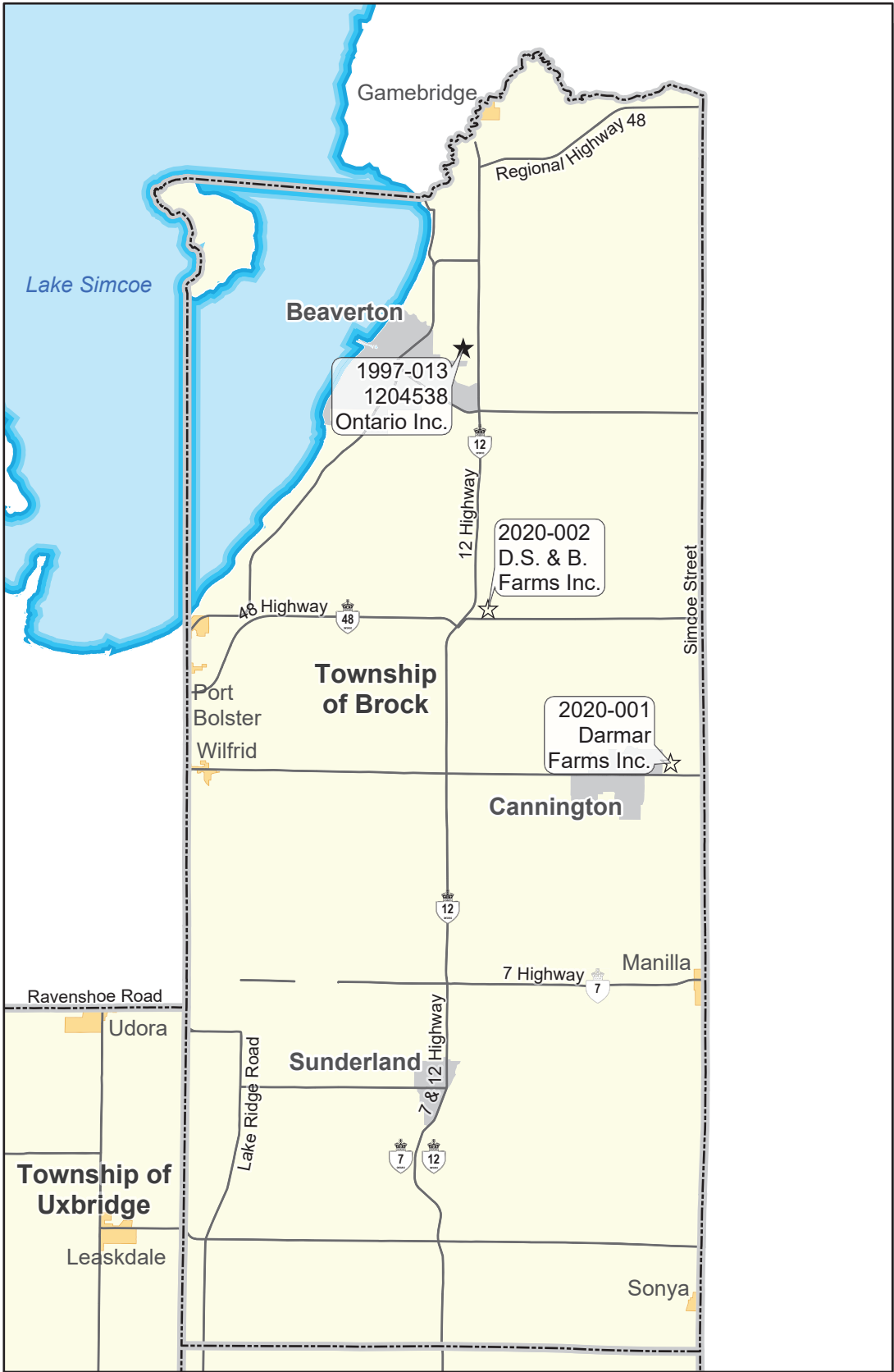
OPA file	Council/ standing committee corr.	Applicant/ Location	Proposed amendment
2016-003		Clara and Nick Conforti – Optilinx Systems Lot 21, Conc. 4 Town of Whitby (Thickson Rd. in between Taunton Rd. East and Conlin Rd.)	<b>To permit the continuation and expansion of a contractor’s yard and office in the Major Open Space designation.</b> Status: Application appealed to LPAT on December 12, 2019. Regional position in opposition to the amendment endorsed by Council on July 29, 2020.
2019-006		Werrcroft Farms Ltd. Lot 28, Concession 6, Municipality of Clarington (1785 Concession Road 7)	<b>To permit the severance of a non-abutting surplus farm dwelling.</b> Status: Public Information meeting held on June 2, 2020. Decision meeting to be scheduled.
2020-001		Darmar Farms Inc. Lot 32, Concession 12 Township of Brock (396 Cameron Street)	<b>To permit the severance of a non-abutting surplus farm dwelling.</b> Status: Decision meeting was held on September 8, 2020. Council approved the amendment. Last day of appeal is October 22, 2020.
2020-002		D.S. & B. Farms Inc. Lot 9, Concession 1 Township of Brock (C1565 Thora Concession Road 1)	<b>To permit the severance of a non-abutting surplus farm dwelling.</b> Status: Decision meeting was held on September 8, 2020. Council approved the amendment. Last day of appeal is October 22, 2020.
2020-003		Region of Durham Lot 29-31, Concession 1 Municipality of Clarington (South of Bloor Street, west of Courtice Road)	<b>To align the Municipality of Clarington Official Plan and the Regional Official Plan to permit new uses.</b> Status: Decision meeting was held on September 8, 2020. Council approved the

<b>OPA file</b>	<b>Council/ standing committee corr.</b>	<b>Applicant/ Location</b>	<b>Proposed amendment</b>
			amendment. Last day of appeal is October 22, 2020.



# Regional Official Plan Amendments (ROPAs) Township of Brock

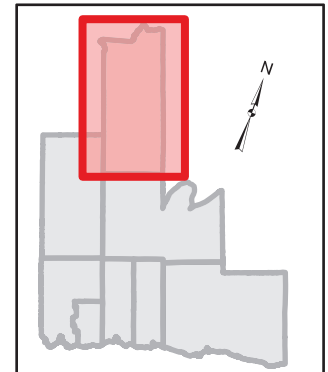
As of September 30, 2020



## ROPA Locations

- ☆ New Application
- ★ Under Consideration
- ⊗ Refused/Withdrawn
- ⊙ Appealed to LPAT
- ⊛ Approved
- Regional Official Plan Urban Area
- ⋮ Municipal Boundary
- Ⓜ Provincial Highway
- Ⓜ Regional Highway
- Ⓜ Regional Road
- Local Road

## REGIONAL MAP INDEX



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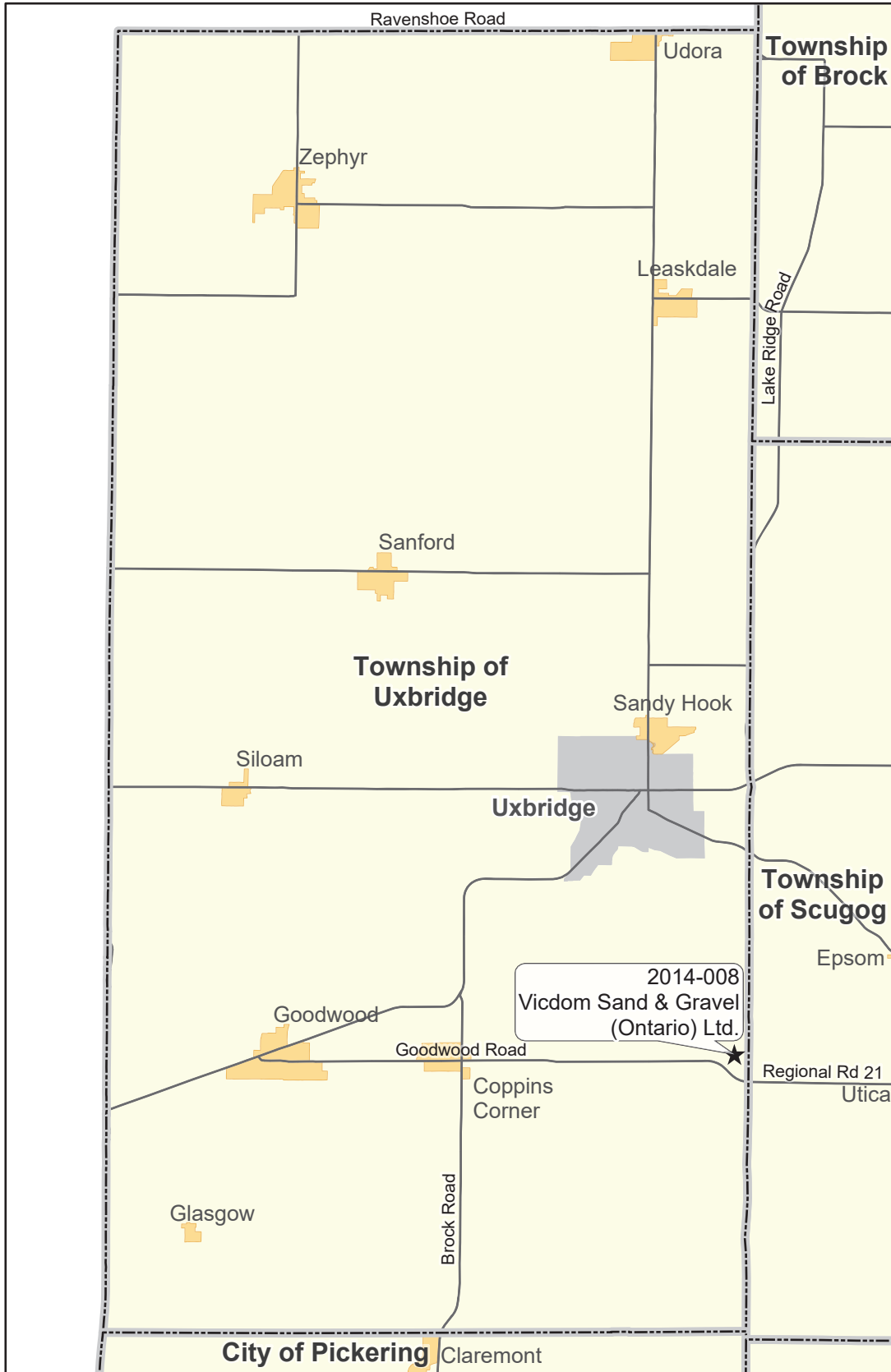
Please Note:  
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# Regional Official Plan Amendments (ROPAs) Township of Uxbridge

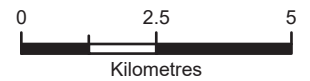
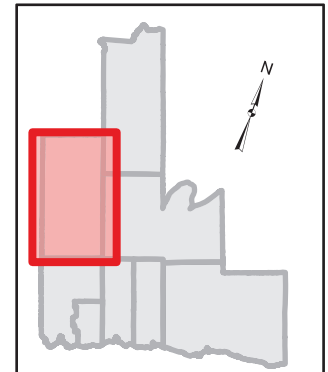
As of September 30, 2020



### ROPA Locations

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

### REGIONAL MAP INDEX



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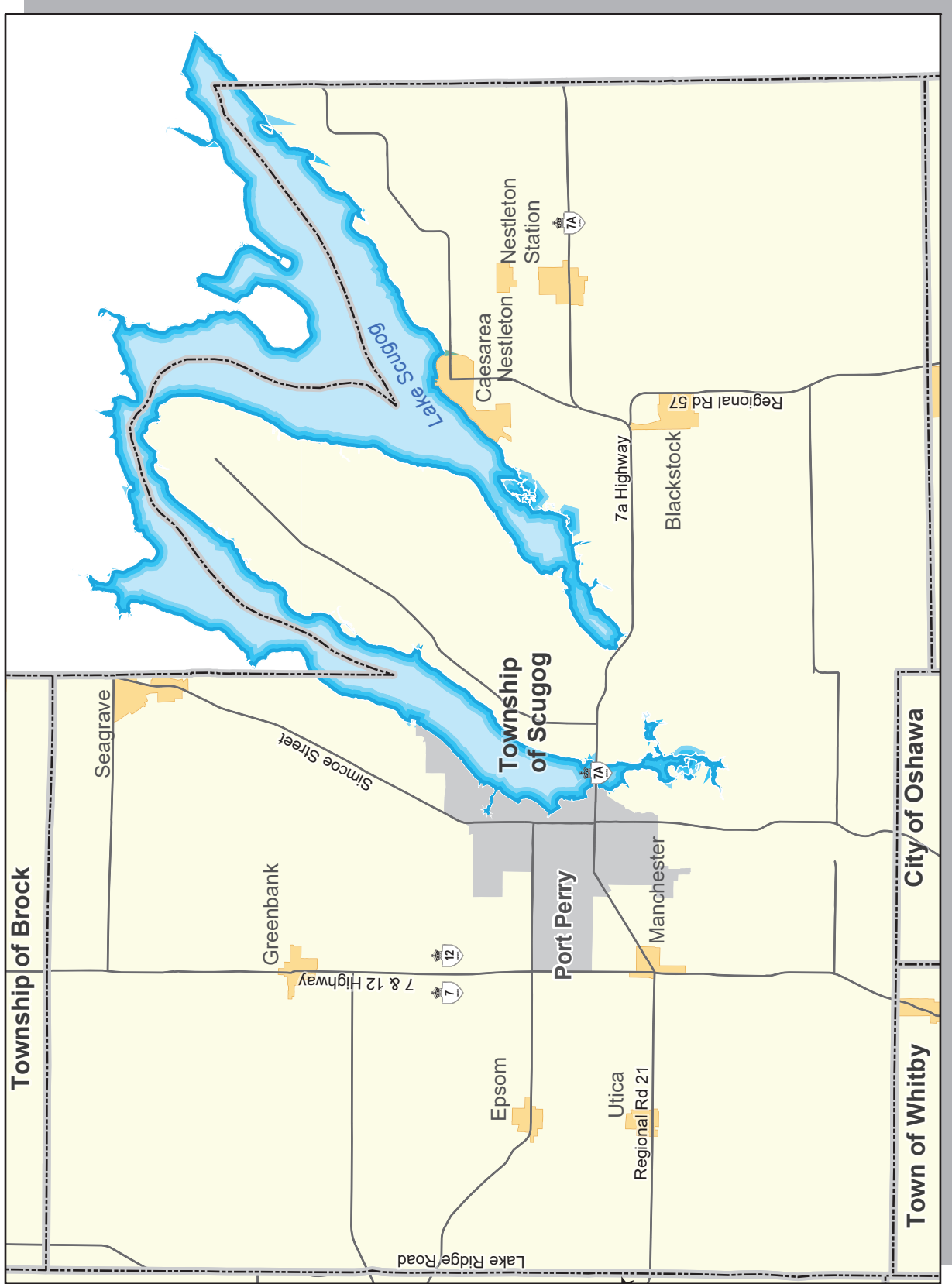




# Regional Official Plan Amendments (ROPAs)

## Township of Scugog

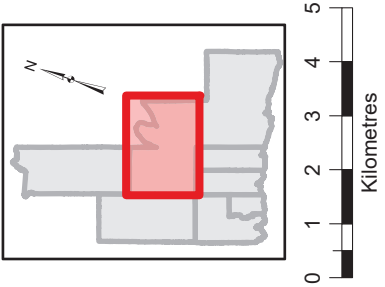
As of September 30, 2020



### ROPA Locations

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

### REGIONAL MAP INDEX



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# Regional Official Plan Amendments (ROPAs) City of Pickering - Town of Ajax

As of September 30, 2020

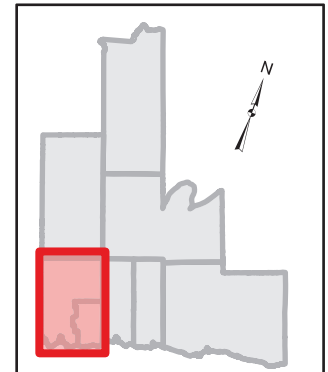


## ROPA Locations

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

- Regional Official Plan Urban Area
- Municipal Boundary
- Provincial Highway
- Regional Highway
- Regional Road
- Local Road

## REGIONAL MAP INDEX



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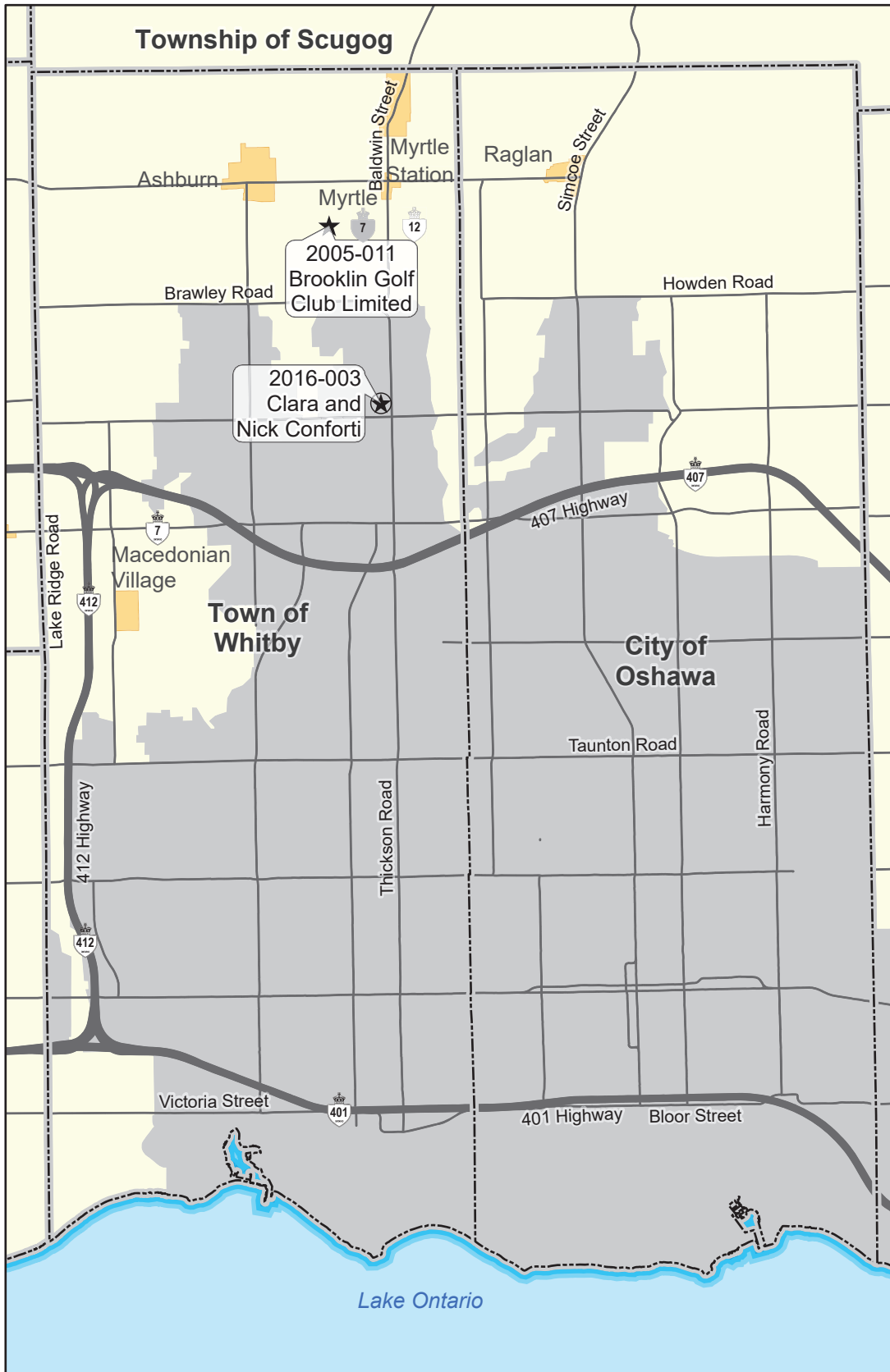
Please Note:  
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# Regional Official Plan Amendments (ROPAs) Town of Whitby - City of Oshawa

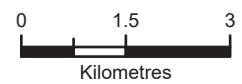
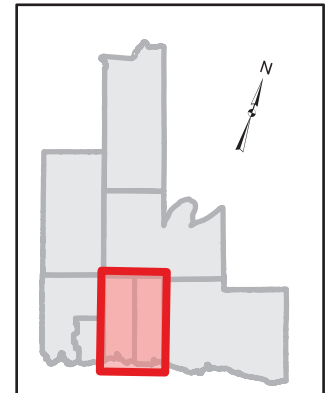
As of September 30, 2020



### ROPA Locations

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

### REGIONAL MAP INDEX



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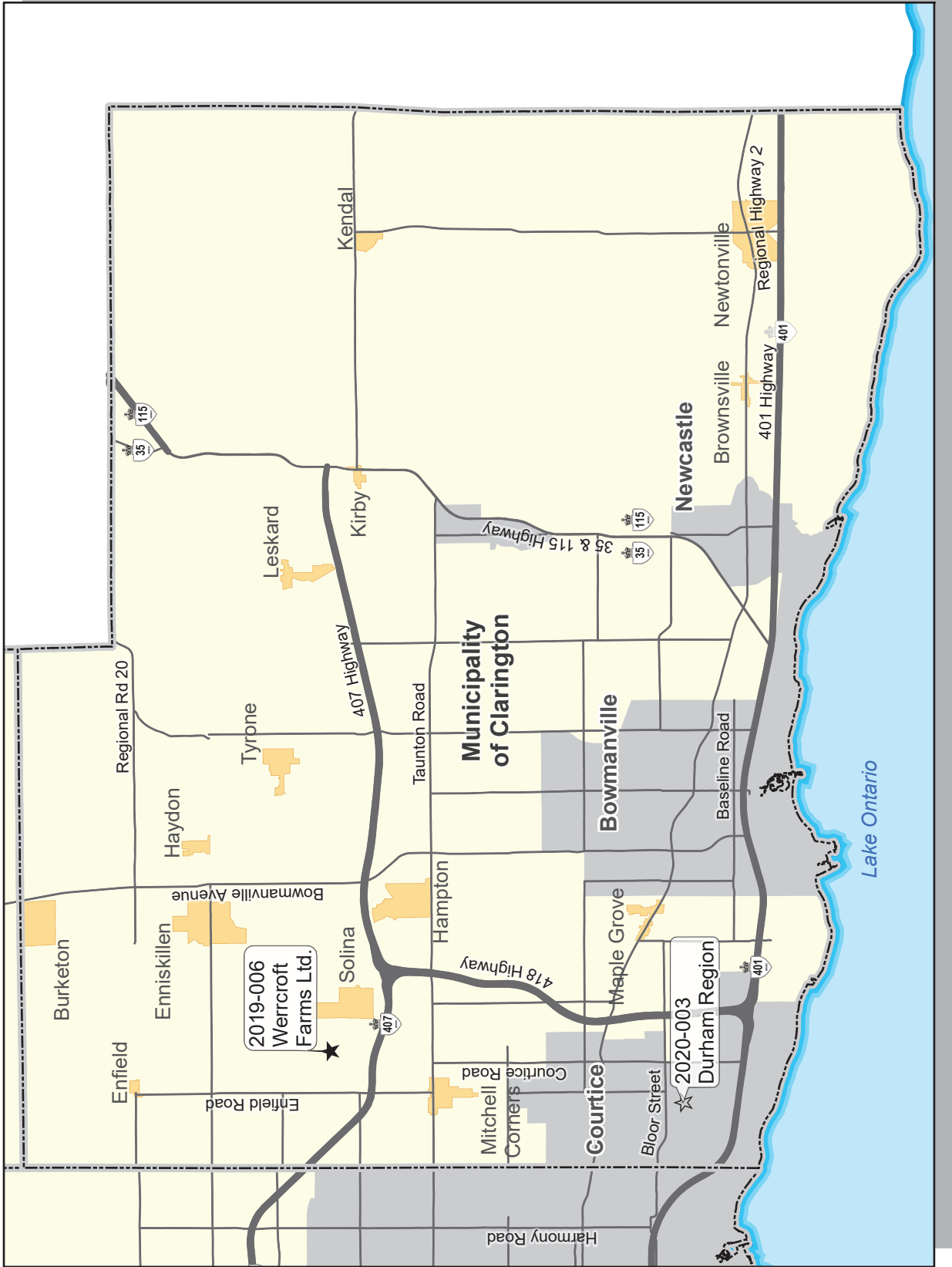




# Regional Official Plan Amendments (ROPAs)

## Municipality of Clarington

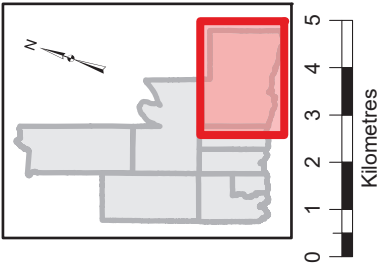
As of September 30, 2020



**ROPA Locations**

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

**REGIONAL MAP INDEX**



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**Please Note:**  
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**Non-Exempt Area Municipal Planning Applications Under Appeal Before the  
Local Planning Appeal Tribunal (As of September 30, 2020)**

<b>Regional File No./LPAT Case No.</b>	<b>Applicant</b>	<b>Municipality</b>	<b>Purpose</b>	<b>Status</b>
OPA-2016-W/04 PL190638	Optilinx Systems Inc.	Town of Whitby	To legalize an existing contractor's yard and associated uses as well as permit future office uses at 4560 Thickson Road North	Applicant appealed Whitby Council's decision on December 12, 2019. This matter is related to ROPA 2016-003. LPAT Hearing date to be determined.

**Regional Land Division Committee Applications Currently Before the Local  
Planning Appeal Tribunal (As of September 30, 2020)**

<b>Regional File No./OMB Case No</b>	<b>Applicant</b>	<b>Municipality</b>	<b>Purpose</b>	<b>Status</b>
LD 088/2017 PL190386	Travis McWalters / Osmi Homes	Town of Whitby	Consent to sever a 512.9 m <sup>2</sup> residential parcel of land, retaining a 512.9 m <sup>2</sup> residential parcel of land with an existing dwelling, garage, and shed to be demolished.	Hearing originally scheduled for January 21, 2020 was adjourned at the request of the applicant. Hearing to be scheduled.
LD 063/2019 PL190568	2531751 Ontario Inc.	City of Pickering	To add a vacant 0.21 ha parcel of land to the abutting west property, retaining a 4.5 ha parcel of land.	Applicant appealed the Conditions of Approval on November 4, 2019. Hearing to be scheduled.
LD 004/2019 PL190393	Cindy & Fred Batty	Town of Whitby	To add a vacant 0.18 ha residential parcel of land to east, retaining a 37.71 ha residential parcel of land with an existing dwelling and barns.	Applicant appealed the Conditions of Approval on August 12, 2019. Hearing to be scheduled.
LD 005/ 2019 PL190393	Cindy & Fred Batty	Town of Whitby	To sever a vacant 11.1 ha residential parcel of land, retaining a 26.5 ha residential parcel of land with an existing dwelling and barns to remain.	Applicant appealed the Conditions of Approval on August 12, 2019. Hearing to be scheduled.

**Summary of Reserved Street Names (July 1, 2020 – September 30, 2020)**

<b>Municipality</b>	<b>Number of New Street Names Added in Second Quarter of 2019</b>	<b>New Street Names Added*</b>	<b>Total Number of Street Names Reserved</b>
Ajax		0	315
Brock		0	33
Clarington		<ul style="list-style-type: none"> <li>• Honey Crisp</li> <li>• Autumn</li> </ul>	647
Oshawa		<ul style="list-style-type: none"> <li>• Dyas</li> <li>• Thompson</li> <li>• Subbard</li> <li>• Bray</li> </ul>	448
Pickering		0	659
Scugog		<ul style="list-style-type: none"> <li>• Happy</li> <li>• Shand</li> </ul>	172
Uxbridge		<ul style="list-style-type: none"> <li>• Vern Robertson</li> <li>• Lois Torrance</li> <li>• Howard Williams</li> <li>• Roy Masure</li> <li>• Roy Hanson</li> <li>• Betty Dalrymple</li> <li>• Hildred Cushing</li> <li>• Vern Feir</li> <li>• Bert Chestworth</li> <li>• Moir Morrison</li> <li>• Scotty Thompson</li> <li>• Fred Tassie</li> <li>• Ron Stephens</li> <li>• Joan Huntley</li> <li>• Jim McDermott</li> <li>• Arley Armstrong</li> <li>• Irvine Harvey</li> </ul>	151

Municipality	Number of New Street Names Added in Second Quarter of 2019	New Street Names Added*	Total Number of Street Names Reserved
		<ul style="list-style-type: none"> <li>• Harry Newton</li> <li>• William Stewart</li> <li>• Oldham</li> <li>• Stanley Fawns</li> <li>• Kenneth MacDonald</li> <li>• Geoffrey Apps</li> <li>• David Worgan</li> <li>• Roly Hudson</li> <li>• Ovens</li> <li>• Clarke</li> <li>• Harold Crosby</li> <li>• Allinson</li> <li>• Harold Foden</li> <li>• Philip Joseph</li> <li>• Ray Laswick</li> <li>• Jack Macquarrie</li> <li>• Harold Thornton</li> <li>• Alan Williams</li> <li>• Sam Simpson Sharpe</li> <li>• Earl Harmon</li> <li>• Lloyd Sonley</li> <li>• Al McConney</li> <li>• Ted Rudd</li> <li>• Mel Smith</li> <li>• John Van Kessel</li> <li>• John Greig</li> <li>• Lawrence Morden</li> <li>• Andy Fordyce</li> <li>• Stanley Glendining</li> <li>• Goldwin Lapp</li> <li>• Walter Shier</li> <li>• Norman Waddell</li> <li>• Everett Coulter</li> <li>• Clair Morrow</li> <li>• Thomas Jones</li> </ul>	

Municipality	Number of New Street Names Added in Second Quarter of 2019	New Street Names Added*	Total Number of Street Names Reserved
		<ul style="list-style-type: none"> <li>• Robson</li> <li>• Andrew Urquhart</li> <li>• William Bookham</li> <li>• Barnes</li> <li>• Gordon Crosby</li> <li>• Robinson</li> <li>• Keith</li> </ul>	
Whitby		<ul style="list-style-type: none"> <li>• Lively</li> <li>• Walkable</li> <li>• Calloway</li> <li>• Selfridge</li> <li>• Gord Carroll</li> </ul>	361
<b>Total</b>		<b>67</b>	<b>2,780</b>

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





# The Regional Municipality of Durham Information Report

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From: Commissioner of Finance  
Report: #2020-INFO-100  
Date: October 23, 2020

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**Subject:**

2019 Federal Gas Tax Annual Report

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**Recommendation:**

Receive for information.

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**Report:**

**1. Purpose**

1.1 The Association of Municipalities Ontario (AMO) collects information from all Ontario municipalities regarding the use of the Federal Gas Tax Program to fund priority infrastructure projects. This information is compiled annually and used to produce an annual report highlighting various projects funded through the program. The purpose of this report is to share AMO's Federal Gas Tax Annual Report for 2019.

**2. Background**

2.1 The Federal Gas Tax Program provides permanent and stable federal funding toward local infrastructure projects. Funds are distributed to municipalities on a per-capita basis and municipalities have the flexibility to use the funds in any way that addresses local priorities.

2.2 In 2019, a record \$1.6 billion was distributed among Ontario municipalities through the Federal Gas Tax Program. This large investment was due in part to the one-time doubling of the Federal Gas Tax fund in 2019.

2.3 Durham Region received \$19.6 million through the regular Federal Gas Tax allocation in 2019. The Region also received an additional \$19.37 million as part of the one-time federal government top-up, plus an additional \$360,000 in Federal Gas Tax surplus administration funds. In 2020, Durham Region also received a regular Federal Gas Tax allocation of \$19.6 million.

- 2.4 Durham Region's regular Federal Gas Tax allocation in 2019 and 2020 was used to finance various road rehabilitation projects and Durham Region's share of the Durham York Energy Centre. Table 1 provides the list of projects that were approved by Regional Council for funding from the additional Federal Gas Tax top-up in 2019. Details on these projects were provided in report #2019-COW-31.

**Table 1: Projects Funded Through Additional 2019 Federal Gas Tax Funds**

PROJECT	ESTIMATED COST (\$, 2019)
Electric Buses and Infrastructure	10,100,000
DRLHC Energy Efficiency Retrofits	5,400,000
Road Building Pilot with Regional Waste Materials	3,500,000
Regional Smart City Traffic Pilot	730,000
<b>Total</b>	<b>19,730,000</b>

### 3. Attachments

Attachment #1: AMO's 2019 Federal Gas Tax Annual Report

Respectfully submitted,

Original Signed by Nancy Taylor

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Nancy Taylor, BBA, CPA, CA  
Commissioner of Finance and Treasurer

# The Federal Gas Tax Fund in 2019



## Letter from the AMO President



In 2019, the federal Gas Tax Fund was once again a significant source of infrastructure funding for communities all across Ontario – and in fact it was twice as impactful as it usually is.

That’s because in March of 2019, the federal government announced a one-time doubling of the Fund. This “top-up” funding meant that Ontario’s municipalities received more than \$1.6 billion in federal Gas Tax funding in 2019.

This major commitment from the federal government allowed municipalities to move forward on hundreds of local infrastructure projects, many of which would have been delayed without the additional funding.

This annual report showcases some of the projects that benefited from the top-up funding, and outlines how important investing in municipal infrastructure is to building better communities and improving quality of life across Canada.

As the voice of Ontario’s municipalities, AMO represents almost one in three Canadians. We are proud of our work in administering the federal Gas Tax Fund. Local governments are responsible for so much of the infrastructure that people use every day. From clean drinking water and recreational facilities, to safe roads and bridges – municipalities are at the heart of delivering these services, along with many more.

Clearly, funding provided by the federal Gas Tax Fund is absolutely essential for municipalities to be able to keep providing these vital services. And the knowledge that the Fund is a permanent and predictable source of income for local infrastructure means that municipalities can plan their work and uphold their commitments to residents.

This annual report contains information on the benefits each project has brought to the community, showing how no matter where you live in Ontario, the federal Gas Tax Fund has had a positive impact.


In 2020 the federal government expedited the release of federal Gas Tax funding, distributing the full amount in June rather than in two installments as in previous years. This ensured important projects could continue even as the world was in the grip of uncertainty brought on by the COVID-19 pandemic. This report makes it very clear how important the predictability of this funding is to the people of Ontario.

Sincerely,

A handwritten signature in black ink, which appears to be 'Graydon Smith'.

Graydon Smith - AMO President

## In 2019, municipalities invested federal Gas Tax funds in:



**Energy-efficient systems**  
saving over 21 GWh of  
energy each year

enough to power  
2,300 houses a year




**Over 3,200  
lane-km  
of local roads**

enough to drive  
from Kenora  
to Halifax


**About 77 km of bike lanes,  
trails, and sidewalks**

opening opportunities  
to explore Ontario



**Arenas,  
playgrounds  
and parks**

serving over  
2.2 million Ontarians



**15 km of watermains  
and 28 km of sewers**

impacting over 33,000 residents



**17  
public  
transit  
systems**

collectively serving  
over 5.1 million  
Ontarians

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This report describes how Ontario’s communities invested and benefited from the federal Gas Tax Fund in 2019. The report is split into two parts. Part I summarizes investments, benefits, and AMO’s approach to the administration of the Fund. [Part II](#) provides detailed financial information, compliance statements, and descriptions of projects supported by the Fund.

Both parts of this report are available at [www.gastaxatwork.ca](http://www.gastaxatwork.ca).


















# The Federal Gas Tax Fund

## About the Fund

The federal Gas Tax Fund provides permanent and stable federal funding for local infrastructure projects. Canadian municipalities receive over \$2 billion from the Fund each year.

Funds can be invested in the construction, enhancement or renewal of local infrastructure, used to improve long-term plans and asset management systems, shared with other communities to achieve common goals, or banked to support future projects. The Fund is flexible; local governments decide how funds can be best directed to address local priorities.

Municipalities can spread investments of the Fund over several project categories to boost productivity and economic growth, create a cleaner environment, and build stronger cities and communities – key national objectives of the Fund. Eligible project categories are listed below.<sup>1</sup>

Productivity and Economic Growth	Clean Environment	Strong Cities and Communities
 Broadband Connectivity	 Brownfield Redevelopment	 Capacity Building
 Local and Regional Airports	 Community Energy Systems	 Culture
 Local Roads and Bridges	 Drinking Water	 Disaster Mitigation
 Public Transit	 Solid Waste	 Recreation
 Short-Line Rail	 Wastewater	 Sport
 Short-Sea Shipping		 Tourism

<sup>1</sup> Highways are also eligible under the federal Gas Tax Fund – but are not listed in the table above because highways are provincially owned and maintained in Ontario.



## The Federal Gas Tax Fund in Ontario

Federal Gas Tax funds are distributed to provinces, territories and First Nations on a per-capita basis.<sup>2</sup> Ontario's communities received \$5.5 billion between 2014 and 2019.<sup>3</sup> An additional \$3.4 billion will be transferred between 2020 and 2023.<sup>4</sup>

Administration of the Fund in Ontario is governed by the [Administrative Agreement on the Federal Gas Tax Fund](#). Under the Administrative Agreement, AMO distributes funds to all municipalities in Ontario except for the City of Toronto, which receives funding directly from the Government of Canada. The Government of Ontario delivers funds to unincorporated areas of the province.<sup>5</sup>

AMO flows funds directly to municipalities upon receipt from the Government of Canada.<sup>6</sup> Funds are distributed on a per-capita basis, with funding split 50/50 between upper- and lower-tier municipalities in two-tier systems. Municipal allocations can be found at [www.gastaxatwork.ca/about-the-fund/allocations](http://www.gastaxatwork.ca/about-the-fund/allocations).

Predictable, up-front funding from the federal Gas Tax Fund allows local governments to plan for the long term, target funding to local priorities, and get projects moving quickly. The Ontario model recognizes that municipalities are a duly elected, accountable and transparent order of government. AMO's success in administering the program results in municipalities receiving funds in a timely fashion.

Each municipality's use of federal Gas Tax funds is governed by a [Municipal Funding Agreement for the Transfer of Federal Gas Tax Funds](#).

Under the Municipal Funding Agreement, municipalities can use funds to:

- Cover the full cost of an eligible project;
- Support an eligible project that benefits from other funding sources;
- Save and/or invest for future eligible projects;
- Finance long-term debt incurred for eligible projects;
- Accrue interest for subsequent application toward eligible projects;
- Develop and implement asset management plans; and
- Collaborate with other municipalities or non-municipal entities to fund an eligible project.

AMO works with municipalities to ensure that they comply with the *Municipal Funding Agreement*. See the Risk Management and Compliance section of this report for more information.

### Municipal Top-Up

The federal government transferred an additional \$2.2 billion to communities across Canada through the federal Gas Tax Fund in 2019 – doubling 2019's distribution and accelerating critical local infrastructure projects. See narratives scattered throughout this report to learn more about how the top-up is helping municipalities in Ontario meet urgent needs.

<sup>2</sup> The federal Gas Tax Fund is allocated to provinces, territories and First Nations on a per-capita basis, but provides a base funding amount – equal to 0.75% of total annual funding – to Prince Edward Island and each territory.

<sup>3</sup> This amount includes the additional \$819.4 million released through Budget 2019 – effectively doubling 2019's distribution of the Fund.



<sup>4</sup> The Administrative Agreement (see next paragraph) came into effect in 2014 and expires in 2023.

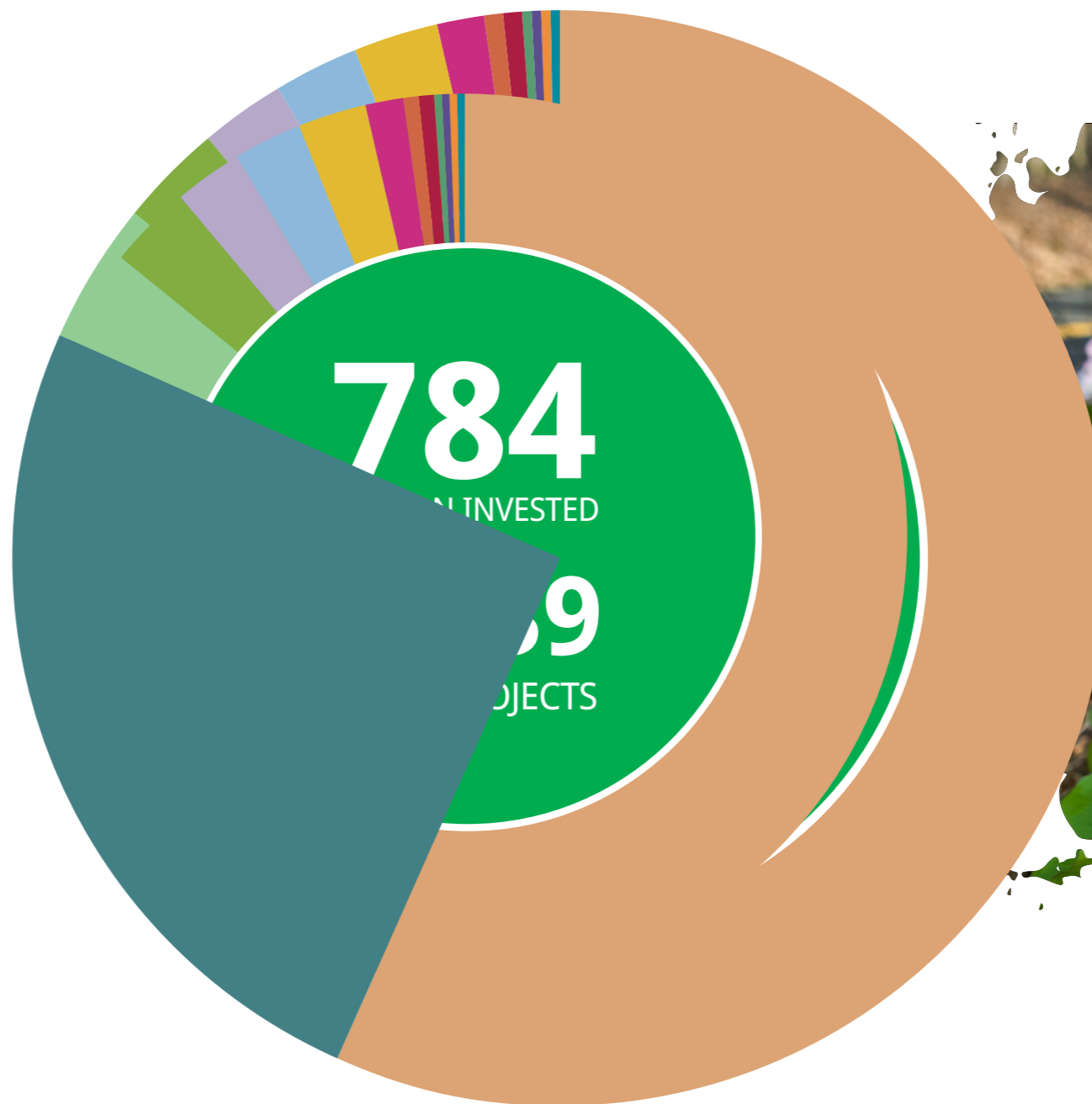
<sup>5</sup> All subsequent references to communities, municipalities and local governments in this report are exclusive of the City of Toronto unless otherwise noted.

<sup>6</sup> AMO distributed approximately \$4.4 billion between 2014 and 2019 (including additional funding released through Budget 2019) and will distribute an additional \$2.7 billion between 2020 and 2023.



# Investment in 2019

		Local Roads and Bridges	\$445.9M
<b>183,72</b>		Public Transit	\$196.5M
		Solid Waste	\$31.9M
		Recreation	\$23.6M
		Wastewater	\$20.6M
		Drinking Water	\$20.2M
		Community Energy Systems	\$19.6M
		Culture	\$9.3M
		Capacity-Building	\$5.1M
		Disaster Mitigation	\$4.8M
		Broadband Connectivity	\$2.4M
		Regional and Local Airports	\$2.4M
		Tourism	\$0.8M
		Sports	\$0.7M



# Lakeshore Drive Improvements in Barrie

This project has improved the natural environment and enhanced a key community and economic area in the City of Barrie.

Previously, culverts at Lakeshore Drive were unable to cope with even minor storms, resulting in frequent flooding. Federal Gas Tax funding was invested in the construction of much larger concrete box culverts to safely accommodate significant storms.

The new culverts were constructed as part of a larger project to restore Bunker's Creek and Dymont's Creek to a natural open channel, relocate Lakeshore Drive and create additional waterfront park space. Barrie's waterfront is a community gathering place, home to charity fun runs, festivals, family picnics and more.



Wastewater

A thriving community hub is benefiting from improved flood protection and an enhanced natural environment.

## City of Barrie

Population: 141,434

2019 Federal Gas Tax Allocation: \$17,410,050

## Small Water System Pump Replacement in Temagami

Top-up funding helped the Municipality of Temagami replace and upgrade pumps in the backwash system at a water treatment facility – accelerating the completion of an urgent investment required to continue the distribution of clean water.

The Ontario Clean Water Agency (OCWA) identified the need for this investment several years ago, and work was initially slated for 2017. But with a population of 802, the municipality hadn't raised enough through water rates to finance the project.

Temagami added a 15% capital levy to their rates in 2019 and was finally able to tackle the project in 2019 thanks to the levy and the top-up funds.



Drinking Water

The continued supply of clean water has been secured by upgraded pumps at a water treatment facility.

### Municipality of Temagami

Population: 802

2019 Federal Gas Tax Allocation: \$103,166

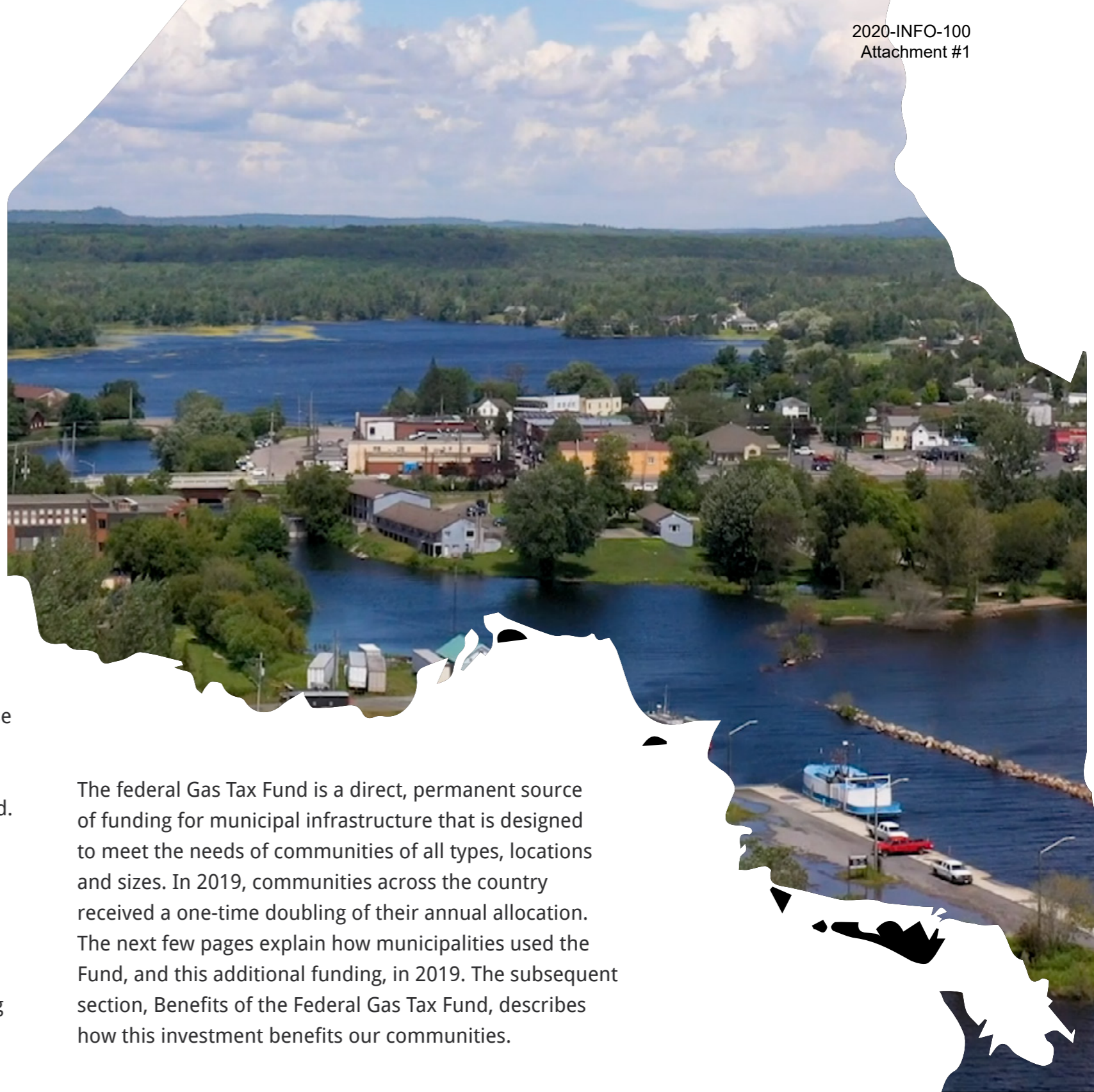
## Investments of the Federal Gas Tax Fund

Safe and reliable infrastructure is critical to all Canadians

From the water we drink, to the internet we use, to the roads we travel – these assets impact many aspects of our lives. Keeping this infrastructure up to date is a significant undertaking, for which municipalities are largely responsible. Municipalities primarily use federal Gas Tax Funds to ensure their assets are in a state of good repair, which is no surprise given the overwhelming need in this area. In order to maintain and upgrade these infrastructure assets, investments from all levels of government are required.

Ontario has 444 municipal governments, each with its own needs and circumstances. Some are expanding to meet the demands of a growing population, while others are managing existing assets on a shrinking tax base. All communities, however, are adapting to the many changes that 2020 has brought, while continuing to adapt to climate change and extreme weather.

The federal Gas Tax Fund is a direct, permanent source of funding for municipal infrastructure that is designed to meet the needs of communities of all types, locations and sizes. In 2019, communities across the country received a one-time doubling of their annual allocation. The next few pages explain how municipalities used the Fund, and this additional funding, in 2019. The subsequent section, Benefits of the Federal Gas Tax Fund, describes how this investment benefits our communities.



## Allocations in 2019

Communities across Canada received \$4.4 billion from the federal Gas Tax Fund in 2019 – an increase of \$2.2 billion over 2018's distribution. The increase was due to the one-time doubling of the Fund announced in Budget 2019.

Ontario's share of the Fund came to \$1.6 billion in 2019. AMO delivered nearly \$1.3 billion to municipalities across the province. Municipal allocations in 2019 are listed in [Part II](#) of this report.

Due to operational efficiencies in administering the Fund, AMO distributed an additional \$12 million to communities from its reserves in 2019. This distribution is included in the allocations listed in [Part II](#). Surplus administrative funds are generally distributed every five years.

Communities carried an additional \$832 million in funding forward from 2018. Municipalities therefore had \$2.1 billion in federal Gas Tax funding available for investment in 2019.

## Investment in 2019

Ontario's municipalities invested nearly \$784 million from the federal Gas Tax Fund in 2019.<sup>7</sup> Investments supported 1,439 local infrastructure and capacity-building projects worth a total of \$8.5 billion. To put this in perspective, municipal investment in infrastructure from all sources of funding totalled \$7.8 billion in 2018 (the latest year for which data is available).<sup>8</sup> Funds left unused at the end of 2019 were held in municipal reserves to earn interest for future investments, and were largely allocated to ongoing or future projects.

Detailed project information is available in [Part II](#) of this Report. Benefits generated by these projects are summarized in [Appendix A](#).

Federal Gas Tax funds can be invested across 17 project categories, giving municipal governments the flexibility that they need to meet unique local needs. Investments made in 2019 spanned all but three of these categories – brownfield redevelopment, short-line rail, and short-sea shipping – indicating the diversity of infrastructure needs in communities across Ontario.

Transportation infrastructure was the primary beneficiary of federal Gas Tax investment in 2019. Investments in roads, bridges, and public transit infrastructure collectively comprised 82% of 2019's federal Gas Tax expenditures.<sup>9</sup> This focus on transportation infrastructure was expected; Ontario's municipalities own over 140,000 km of roads and 15,000 bridges and large culverts – most of which were built over 50 years ago.

<sup>7</sup> Financial information shown on this page was compiled from annual reports submitted to AMO by municipal staff. All but three communities had submitted an annual report to AMO by the time of compilation (August 21, 2020).

<sup>8</sup> Municipalities (excluding Toronto) reported capital investment of \$7.8 billion in their 2018 Financial Information Returns, 2018 being the most recent year for which nearly complete information is available (two municipalities had not submitted their Returns by the time of publication).

Municipal capital investment is calculated by summing additions and betterments to tangible capital assets (schedule 51A, line 9910, column 3), construction in progress (schedule 51C, line 9910, column 2), and contributed (less donated) capital assets (schedule 53, line 1031, column 1), then subtracting capitalized construction in progress (schedule 51C, line 9910, column 3). See <https://efis.fma.csc.gov.on.ca/fir/Welcome.htm> for more information.

<sup>9</sup> This number notably does not include investments made by the City of Toronto – which has historically invested the entirety of its federal Gas Tax allocation in public transit through the Toronto Transit Commission – or Local Roads Boards receiving funds through the Government of Ontario. Taking these recipients into account would increase the share of Ontario's federal Gas Tax funding dedicated to transportation infrastructure.

## Rehabilitation of John Street in Sundridge

The small, rural community of the Village of Sundridge is benefiting from the investment of federal Gas Tax funding in the rehabilitation of a busy main street.

The rehabilitation of John Street has had a substantial impact on the community – both in economic growth and the strength of the community. John Street is home to the only grocery store in the village, as well as the only bank and hardware store. These businesses are vital to the economy and the community. Part of the rehabilitation included widening the street to allow for a new sidewalk.



Local Roads  
and Bridges

Rehabilitating a busy main street has improved access for the community and boosted the local economy.



### Village of Sundridge

Population: 961

2019 Federal Gas Tax Allocation: \$122,221

## Sidewalk and Trail Construction in Richmond Hill

The City of Richmond Hill has seen the number of cyclists more than double since construction of this new 2.25 km sidewalk and multi-use trail. Federal Gas Tax funds were invested in the creation of this route, which forms part of 18 km of recreational and commuter trails that also form part of the Lake to Lake Cycling Route and Walking Trail.

The multi-use path allows recreational users and commuters to share off-road space, and provides cyclists with physically separated bike lanes that allow for more direct trips. It provides commuters with an active transportation option directly linked to the City's largest business park, promoting a cleaner environment and benefiting local businesses.



Local Roads  
and Bridges

More people are enjoying an active, healthy lifestyle thanks to a new recreational trail and sidewalk.



### City of Richmond Hill

Population: 195,022

2019 Federal Gas Tax Allocation: \$11,935,955

## Investment of 2019's Top-up Funding

Top-up funding released in 2019 is expediting and kickstarting infrastructure projects across Ontario. The additional funding allows municipalities to tackle projects that had been long delayed for lack of funds, invest in innovative new assets, undertake larger-scale projects, accelerate timelines and complete additional projects. Examples of some of the projects that municipalities have already completed using top-up funds are scattered throughout this report.

A significant amount of top-up funds were nevertheless held in municipal reserves and carried into 2020 at the end of 2019. The delay between the distribution of funds and their expenditure is partially a matter of timing. Municipal councils typically approve capital budgets in the winter preceding the construction season. Top-up funds were distributed in the summer. Some communities will therefore take at least a year to plan for the investment of top-up funds.

The delay is also, in part, a desirable consequence of effective asset management. Municipal staff plan infrastructure investments years in advance of construction, taking into account the condition of assets, council's priorities, community demands for service, and other factors. This planning process can be lengthy – and is critical to effectively target limited resources to long-term needs.

## Leveraging Funds

Federal Gas Tax funds are intended to complement – without replacing or displacing – other sources of funding for local infrastructure. Many municipalities therefore leverage the Fund by combining federal Gas Tax funds with other sources of capital financing to stretch each federal Gas Tax dollar even further. For every \$100 of federal Gas Tax funds invested in projects completed between January 1, 2019 and December 31, 2019, municipalities invested an additional \$91 from other funding sources.<sup>10</sup>

Of course, municipalities also invested heavily in infrastructure projects that were not supported by the Fund – and this investment has increased drastically since the Fund was established. Between 2000 and 2004, municipal capital expenditures averaged \$3.9 billion per year. But over the five-year period preceding this report, municipalities invested \$7.6 billion per year in infrastructure.<sup>11</sup>

This increased investment is critical to seal the infrastructure investment gap. The gap reflects the unfunded investment required to replace infrastructure that has exceeded its intended life, meet annual lifecycle costs, and accommodate growth. Some municipalities have implemented capital levies and turned to other revenue sources to ensure the continued and sustainable delivery of local services. Federal Gas Tax funding complements these efforts and provides critical support for small communities with limited fiscal capacity.

<sup>10</sup> The City of Ottawa completed a \$2.1 billion light rail project in 2019 with \$74.5 million in federal Gas Tax funding. This long-running project began in 2011 and is unrepresentative of the typical project financed by the Fund in 2019. The project was therefore ignored when calculating leveraging above. Inclusion of the project would increase the leveraged amount to \$279 from other funding sources per \$100 from the federal Gas Tax Fund.

<sup>11</sup> Under the terms and conditions of the Administrative Agreement, the municipal sector is required to invest federal Gas Tax funds incrementally (i.e., as a complement to – rather than as a replacement or displacement of – other sources of funding for local infrastructure). Average annual municipal infrastructure investment over the life of the Administrative Agreement (i.e., 2014-2023) is compared to average annual municipal infrastructure investment over the five-year period preceding the establishment of the Fund (i.e., 2000-2004) to confirm that the sector is meeting this requirement. The growth in average annual municipal infrastructure investment suggests that it is.



## Elevator Replacement in Wawa Community Centre

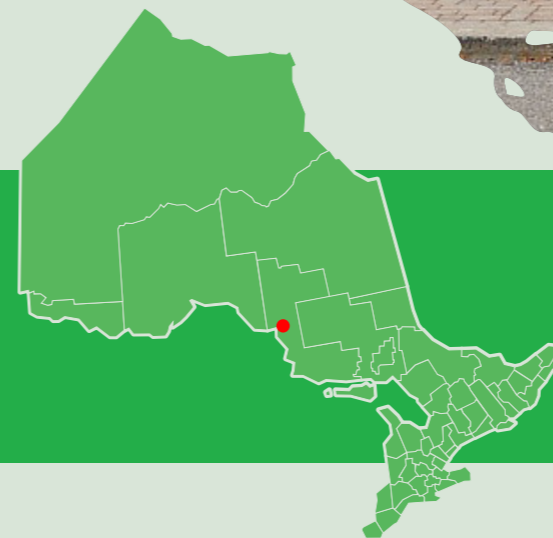
The elevator in the Municipality of Wawa's Community Centre has required more frequent repairs in recent years, impacting the accessibility of areas of the important facility. By investing federal Gas Tax funding in the purchase and installation of a vertical platform lift suitable for wheelchairs, the Municipality has ensured Wawa Community Centre can be safely and comfortably used by all members of the community.

Wawa Community Centre is used for a wide range of activities including hockey, dance classes, fitness classes, curling, figure skating and summer youth programs. It is also home to events such as the Wawa Fish Derby and the Winter Carnival.



Recreation

All visitors can safely and comfortably access the popular community centre thanks to a new elevator.



### Municipality of Wawa

Population: 2,905

2019 Federal Gas Tax Allocation: \$369,296

## Energy-Efficient Equipment Upgrades in Oshawa

Two key municipal recreational facilities in the City of Oshawa have been given energy-efficient upgrades thanks to the federal Gas Tax Fund. First, the Civic Recreation Complex benefited from the replacement and integration of boilers, dehumidification units, lighting control and connection to the building automation systems.

And at the Northview Community Centre – a shared recreation facility with youth and seniors' groups – the lighting system was upgraded to reflect the latest environmental LED technology, and a high efficiency tankless hot water system was installed.



Community  
Energy Systems

Recreational facilities have been improved for users with a series of energy-efficient upgrades.

### City of Oshawa

Population: 159,458

2019 Federal Gas Tax Allocation: \$9,691,229

## Trends from 2014 to 2019

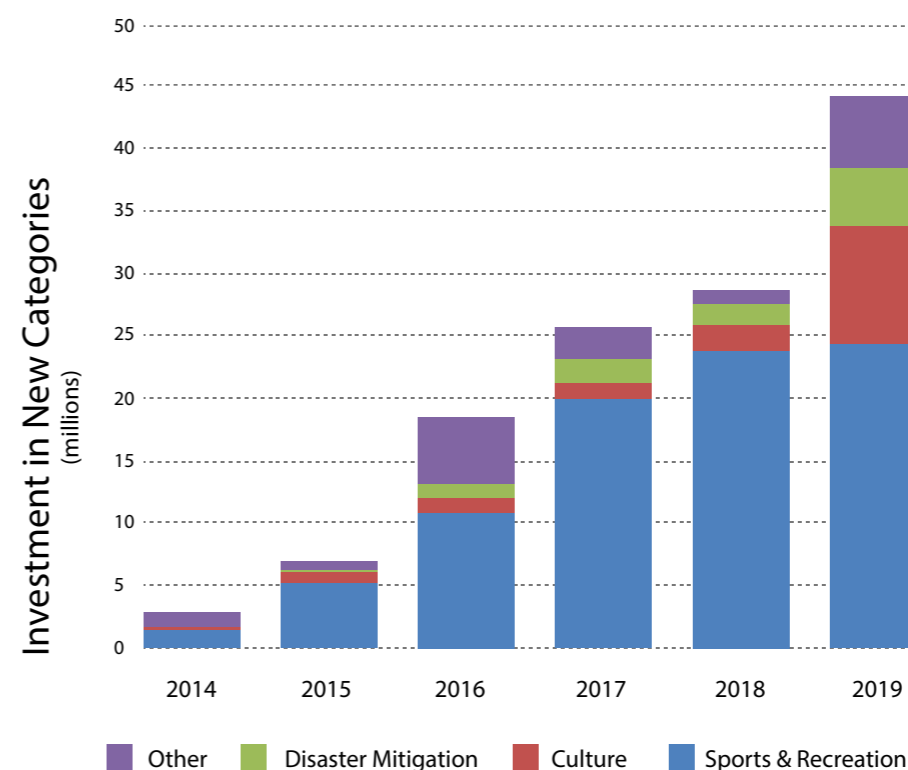
Municipalities have consistently targeted federal Gas Tax funds to transportation infrastructure. Of the \$3.8 billion that municipalities invested over the 2014 to 2019 period, 80% was invested in roads, bridges and public transit infrastructure.<sup>12</sup> This share has been remarkably consistent from year to year, indicating the recurring demand for investment in these assets.

Roads, bridges and public transit infrastructure have been eligible for federal Gas Tax investment since the Fund was established in 2005. Investments in capacity-building programs, community energy systems, drinking water systems, wastewater systems, and solid waste infrastructure have also been eligible since this time. Remaining project categories were introduced with the renewal of the Fund under the *Administrative Agreement* in 2014.

Investments in project categories introduced in 2014 have grown more than tenfold over the 2014 to 2019 period – from \$3 million to \$44 million. Growth was initially driven by investment in sports and recreation infrastructure as communities seized the opportunity to renovate arenas and expand recreation centres to deliver better services to residents. Municipalities invested over \$24 million in sports and recreation infrastructure in 2019 – up from less than \$2 million in 2014.

Investments in sports and recreation infrastructure stabilized around 2018, but a few large investments in cultural infrastructure (e.g., community centres and theatres) continued to push investment in new categories higher. Municipalities invested over \$9 million in cultural infrastructure in 2019.

Several communities have additionally invested funds in break walls and shoreline protection measures in recent years. These investments were partially in response to disastrous levels of flooding experienced across the province – 23 municipalities declared emergencies due to flooding in 2019 alone – and partially in preparation for further flooding brought on by climate change.



<sup>12</sup> The federal Gas Tax Fund was established in 2005, but the Administrative Agreement – which establishes the requirement to produce this report – governs the use of the Fund from 2014 through to 2023. Trends are therefore discussed only as far back as 2014. See AMO's website on the federal Gas Tax Fund, [www.gastaxatwork.ca](http://www.gastaxatwork.ca), for information regarding the use of the Fund since 2005.

## Breakwall Reconstruction in Blind River

Matinenda Landing boat launch is the Town of Blind River's only access point for people who have cottages on Lake Matinenda. A breakwall – critical to protect the boat launch's structure – was in need of repair, but the work had been postponed for several years due to a lack of available funds. In 2019, the Town experienced unusually high water levels on Lake Matinenda, and the need for the breakwall to be reconstructed became urgent.

With the federal government providing a top-up to the federal Gas Tax Fund in 2019, municipalities in Ontario received over \$800 million in additional funding. Blind River was one of many communities that used the funding to accelerate an urgent project using this one-time top-up, and the breakwall was reconstructed without the municipality having to delay other vital infrastructure projects.



Disaster Mitigation

Urgent work to protect an important boat launch structure was completed following repeated delays.

### Town of Blind River

Population: 3,472

2019 Federal Gas Tax Allocation: \$440,943

## Breakwall Construction in James

A retaining wall on approximately 90 m of the Montreal River shoreline was failing and in need of urgent replacement. The retaining wall was built in the 1960s and had deteriorated so badly that it created a significant liability issue for the Township of James.

The 2019 federal Gas Tax Fund top-up allowed the failing wall to be replaced by a more modern, permanent solution. The work has reduced the risk of flooding and property damage. Residents and visitors can now walk along the breakwall safely and enjoy the beautiful scenery.



Disaster Mitigation

Properties are protected from flooding following the construction of a new riverside breakwall.

### Township of James

Population: 420

2019 Federal Gas Tax Allocation: \$52,995

# Benefits of the Federal Gas Tax Fund

## Tangible Benefits

Investing the federal Gas Tax Fund boosts productivity and economic growth, creates a cleaner environment, and helps build stronger cities and communities. Municipalities track and report the benefits generated by federal Gas Tax projects to demonstrate the value of these investments to the community.

## Measuring Benefits

AMO, in consultation with municipalities and with the approval of the Fund's Oversight Committee, developed a series of output and outcome indicators to measure the benefits of each infrastructure project. Municipalities began reporting benefits generated by federal Gas Tax investments under these new indicators in the 2016 reporting year. Municipalities now report benefits annually. Benefits are reported for each infrastructure project once construction is complete.<sup>13</sup>

## Benefits Generated in 2019

Municipalities completed 847 infrastructure projects with help from the federal Gas Tax Fund in 2019. These projects involved the rehabilitation of roadways, installation of energy-saving retrofits, upgrade of recreation facilities, and more. Benefits generated by projects completed in 2019 are summarized in [Appendix A](#).



<sup>13</sup> Outputs can typically be reported accurately immediately after construction – but many outcomes generally cannot. When resurfacing a road, for example, a community can easily assess the length of road resurfaced (the output) – but perhaps not the impact on traffic flow or usage of the road (the outcomes).

AMO therefore uses a mixture of outcome indicators that speak to both service levels (e.g., the length of road in a good state of repair) and service impacts (e.g., the number of residents benefitting from the investment). The former can typically be measured shortly after construction; the latter cannot. This approach balances the need for timely reporting against the practical constraints imposed by the data available.

# Progress in Asset Management

## Asset Management and the Fund

Municipalities own and manage local infrastructure to provide essential services that contribute to our quality of life. Asset management is the coordinated activity of municipal staff and elected officials to provide sustainable levels of service to the community.

Under the *Administrative Agreement*, municipalities are required to develop an asset management plan. Municipalities must also use the plan to guide infrastructure planning and investment decisions and to invest federal Gas Tax funds in priority projects.

The federal Gas Tax Fund provides critical support in helping municipalities make progress in the development and implementation of asset management plans. Municipalities have used \$44 million from the Fund to support 237 capacity-building projects focusing on asset management and long-term planning since 2014; 75% of the projects would help communities utilize asset management to identify local priorities for infrastructure investment.

Municipalities are expected to continuously improve and implement their asset management plans according to the requirements of the [Asset Management Planning Regulation](#).

## Municipal Progress in Asset Management

Asset management plans are collected and reviewed in order to assess and report on progress and inform current and future capacity-building initiatives. In 2019, an additional 53 municipalities improved their asset management plans.

While municipalities continue to make progress in asset management, very few municipalities identify priority projects in their plans due to lack of:

- Understanding of asset lifecycle costs, levels of service and risk assessment;
- Financial resources to collect and maintain the required data; and
- Adequate staff resources and training.

257 municipalities completed an optional asset management questionnaire in 2019 to report to AMO that they are improving their internal capacity by investing staff resources in training and educational programs, developing asset management governance structures, policies and strategies, improving quality of asset condition data, utilizing technology through use of financial, analytical and GIS software to gather information for better Council decision-making.

Under the guidance of its asset management working group, AMO will continue to monitor the municipal sector's progress in the development and implementation of asset management plans as required under the *Administrative Agreement*.

# Guelph's Asset Management Decision Support System

By fostering an asset management culture which relies on accuracy and completeness of infrastructure data, the City of Guelph has been able to successfully address community needs in a timely and cost-effective way.

In 2019 the City used federal Gas Tax funds to implement a decision support system used to analyze the impact of funding and priority changes on condition and level of services in real time. The municipality uses the data it collects on costs, risks and service levels to support its budgetary and operational decision-making process.

Guelph describes this approach as a game-changer that has ensured the best outcomes regarding financial sustainability of assets. They are committed to using evidence-based business cases to set priorities for long-term financial planning.



Capacity-building

Long-term financial planning is helping community needs be met in a timely and cost-effective way.

## City of Guelph

Population: 131,794

2019 Federal Gas Tax Allocation: \$15,892,398



## Technical Assistance for Small Municipalities

In 2019, AMO collaborated with Asset Management Ontario to provide hands-on training and [technical assistance](#) to 17 municipalities across the province. Training and assistance involved educating multi-disciplinary staff and elected officials on key concepts to help participating municipalities progress in the implementation of their asset management plans and establishment of a robust asset management system. The program was delivered in partnership with the Federation of Canadian Municipalities' [Municipal Asset Management Program](#) (MAMP), which is funded by the government of Canada.

Building on the success of the pilot project, AMO will continue to facilitate technical assistance activities in 2020-21 for an additional 33 municipalities with diverse challenges and training needs. AMO's involvement in this initiative leveraged existing support directed at ensuring sector progress in asset management and helped AMO support other associations and organizations (like local communities of practices) more effectively. With MAMP support and successes, there is also stronger advocacy at the federal level.

Municipalities that participated in the technical assistance project were able to successfully demonstrate progress in various competencies like policy and governance and planning and decision-making. Some of the participants were profiled in [AMO's video series](#) on asset management success stories featuring the role of elected officials in fostering a culture of collaboration and long-term thinking across their municipalities.

## Online Training for Elected Officials

For a municipality to be successful in asset management, it is critical that both Council and staff are engaged and understand the benefits of asset management. Elected officials are the stewards of public infrastructure and set strategic direction on the allocation of financial resources that affect the quality and delivery of services provided to their communities.

In 2019, AMO launched a new introductory online course on asset management for elected officials. The course provides fundamental information on asset management, clarity on the role of Council, and guidance on the information that Council requires from municipal staff to adopt asset management as a decision-making tool for infrastructure investments. For more information, visit [www.gastaxatwork.ca/asset-management/asset-management-elected-officials](http://www.gastaxatwork.ca/asset-management/asset-management-elected-officials).

## Fulton Street Pump Station Modifications in Halton

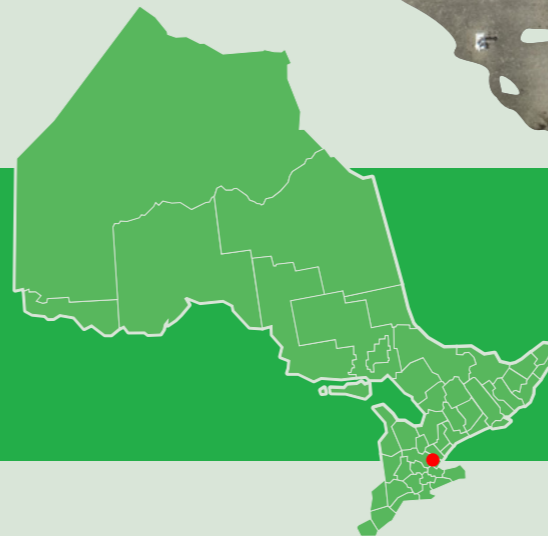
The Region of Halton created a 600 m pipeline connecting the newly constructed Fulton Street Pumping Station to the existing regional wastewater collection. Connection of the pipeline allows wastewater from the Town of Milton to be diverted to the Mid-Halton Wastewater Treatment Plant. Diverting this wastewater to the Mid-Halton site meant that the Milton Wastewater Treatment Plant was no longer required. It has since been closed, eliminating the associated operating costs.

The closure of the Milton Wastewater Treatment Plant will positively contribute to reducing greenhouse gas emissions and hydro consumption in treating wastewater. Federal Gas Tax funds were invested in this important work.



Wastewater

A new wastewater pipeline has led to a reduction in greenhouse gas emissions and hydro consumption.



### Region of Halton

Population: 548,435

2019 Federal Gas Tax Allocation: \$32,913,683

## Rehabilitation of Lakeshore Drive in Madawaska Valley

The Township of Madawaska Valley invested federal Gas Tax funds in improving access to its waterfront area. Lakeshore Drive's road surface was replaced, and landscaping around the construction area has greatly improved access to much of the community's recreational attractions.

Families are enjoying the new outlook on their way to walking paths, the public beach, play structures in the park, and the tennis club, and the new infrastructure is further encouraging healthy, active lifestyles.



Local Roads  
and Bridges

Residents and visitors are enjoying improved access to a number of recreational waterfront attractions.



### Township of Madawaska Valley

Population: 4,123

2019 Federal Gas Tax Allocation: \$264,002

# Communications: Sharing the Benefits of the Federal Gas Tax Fund

## Communications in 2019

Over a thousand local infrastructure projects across Ontario benefit from the support of the federal Gas Tax Fund every year. The Fund helps municipalities invest in the things that people rely on most and that improve the quality of life in communities – recreation centres, transit, roads and bridges, water systems and more.

Municipalities are expected to share news of the benefits of their local federal Gas Tax projects with parliament, the media, and their residents. AMO works with local governments and with Infrastructure Canada to help municipalities tell their success stories. In 2019, municipalities directed the Fund to 1,439 projects in Ontario.

AMO increasingly uses digital platforms to spread the word about the federal Gas Tax Fund and its positive impact on communities across the province. Traditional news releases also play a part, and AMO also regularly produces video profiles of various projects. AMO maintains a dedicated federal Gas Tax Fund website, [www.gastaxatwork.ca](http://www.gastaxatwork.ca), that is home to an online database of federal Gas Tax project information.

## News Releases and Media Events

Despite the move to online platforms, traditional news releases still have a role to play in spreading the word about the federal Gas Tax Fund. News releases can attract local media coverage, a useful way of communicating construction starts and completion and highlighting local project benefits. In 2019, AMO worked with Infrastructure Canada and local governments to issue news releases on project announcements and to promote the top-up of the Fund.



## Social Media

With nearly all Canadians using the internet, it's clear that the internet and social media are very effective ways to share news about the benefits of the federal Gas Tax Fund. AMO posts regular Gas Tax updates on dedicated [Twitter](#), [Instagram](#) and [YouTube](#) channels.



The [@GasTaxInOntario](#) Twitter account was more active in 2019 than in 2018, with a 20% increase in total posts, a 275% increase in video posts, and a 7% increase in published links. Analytics reveal that video posts are most popular. The account also saw a 2.6% increase in followers in 2019.

Twitter Post	Date	Total Engagements	Likes	@Replies	Retweets	Post Link Clicks	Other Post Clicks	Other Engagements
The @City_of_Vaughan's Civic Centre Resource Library is a captivating space that serves 20,000+ people each month. It's a	Tue 8/20/2019 2:35 pm UTC	135	18	1	10	-	106	0
#YourBudget2019 includes a one-time \$2.2 billion top-up to the #federalGTF! Ontario's share is around \$820 million. Municipalities	Wed 3/20/2019 3:19 pm UTC	105	10	2	9	4	80	0
This week @AMOPolicy transferred almost \$1 billion in federal Gas Tax funding to #Ontario municipalities. The #FederalGTF	Thu 7/18/2019 3:59 pm UTC	86	11	0	3	7	65	0



In 2019, AMO launched an Instagram account to showcase the federal Gas Tax in Ontario. While this is still a relatively new account, statistics show that videos shared on the [@federalgastaxontario](#) account are often more popular than photos.



## Videos

Video is an extremely effective way to promote a message, with social media users often unwilling to dedicate time to reading reports or articles. AMO produces video profiles of projects funded by the federal Gas Tax Fund. These are hosted on [YouTube](#), and can also be embedded directly on [Twitter](#) and [Instagram](#), as well as shared with municipalities for use on their own online platforms. The videos are also included in project profile articles hosted on the [www.gastaxatwork.ca](http://www.gastaxatwork.ca) website.

AMO produced five Gas Tax videos in 2019.

- Central Huron's New Storm Drain
- Vaughan's Civic Centre Resource Library
- Brampton's Investment in Public Transit
- North Perth's Steve Kerr Memorial Complex
- 2019 Gas Tax Awards

The videos were viewed 814 times directly on YouTube. On Twitter, the videos were viewed 4,081 times in total.



## Gas Tax At Work

AMO's dedicated [Gas Tax At Work](#) website features a mapping tool with information about exactly where and how the Fund is invested in Ontario's communities. In 2018, AMO began working on a complete website overhaul, including updating the mapping tool and giving the site an entirely new look and feel. The new site launched in spring 2019, and includes regular updates in the form of project profiles, a blog, and news releases.

The website also hosts Annual Reports and a large amount of useful information on the Fund. After launching in the spring, the website attracted 13,500 views up to the end of 2019.

## Education

As an administrator of the Fund, AMO works directly with municipal governments to ensure that reporting and other requirements are met. AMO communicates program information through email, the WatchFile (AMO's weekly e-newsletter), at municipal education forums, by producing informational videos and through social media. Program information is always available on AMO's federal Gas Tax website, [www.gastaxatwork.ca](http://www.gastaxatwork.ca) and our online reporting system includes detailed instructions.

AMO delivered a workshop on asset management and provided an update on the Fund at the 2019 AMO Conference in Ottawa, a gathering of roughly 2,400 municipal elected officials and staff. The workshop focused on the role of asset management as a decision-making tool for councils to help with identifying infrastructure priorities. Information about the federal Gas Tax Fund was also presented at the Municipal Finance Officers' Association (MFOA) and the Rural Ontario Municipal Administrators (ROMA) conferences in 2019.



## Broadband Infrastructure Installation in Pickering

The City of Pickering invested federal Gas Tax funds in providing broadband infrastructure for a new business and housing development, Seaton Lands. Conduit and fiber optic cable was laid along the road as part of the work.

More than 300 households in the new development benefited from the broadband investment, with almost 10,000 more homes due to be built on the site by 2023. These new homes will also benefit from this project, as will commercial and business properties included in the plans for part of Seaton Lands.



Broadband  
Connectivity

Businesses and thousands of homes will benefit from investment in broadband infrastructure.



### City of Pickering

Population: 91,771

2019 Federal Gas Tax Allocation: \$5,662,465



## Installation of a Rink Cover in The North Shore

The Township of The North Shore's outdoor ice rink was built in the early 1990s, but had become difficult to maintain in the changing seasons. As well as problems with the ice surface, the change room facilities were in need of upgrades.

The new ice rink cover has made the ice surface easier to manage, and has allowed the area to be used in the summer for a range of activities including roller skating, markets and fairs. The top-up fund allowed for new energy-efficient LED lighting to be installed, improving energy efficiency at the facility. And the change rooms also now benefit from better insulation, heating and lighting.



Recreation

A new rink cover has improved a well-used facility and made it suitable for additional events.



**Township of The North Shore**

Population: 497

2019 Federal Gas Tax Allocation: \$63,182

## Gas Tax Awards

The AMO Federal Gas Tax Awards celebrate projects that demonstrate excellence in the use of the federal Gas Tax Fund and honour the communities that administer them. Between 2008 – when the Awards were established – and 2019, 29 municipalities received an award or honourable mention, representing communities of all sizes across Ontario. Applicants are evaluated by AMO’s Awards Committee, which considers the extent to which projects:

**Advance national objectives** - by boosting productivity and economic growth, promoting a cleaner environment, or strengthening the community;

**Support long-term planning** – by building capacity for planning and asset management, addressing long-term needs, or generating long-lasting benefits;

**Address local needs** – by creating wide-ranging community benefits that meet the diverse needs of multiple residents and businesses; and

**Demonstrate excellence** – in design or execution, by adopting an innovating, efficient or effective approach to address local needs and achieve outcomes.



## Region of Niagara's Trunk Sewer Rehabilitation

At the AMO Conference in August 2020 – held online for the first time due to the COVID-19 pandemic – AMO Past President Jamie McGarvey announced Niagara Region as the Gas Tax Award winner. The Hon. Catherine McKenna, Canada's Minister of Infrastructure and Communities, also recognized the project's innovation in her address to the Conference.

Niagara Region used an innovative engineering approach when replacing 2,300 m of trunk sanitary sewer in the City of Niagara Falls. Faced with a report that recommended immediate rehabilitation of the sewer, the Region was determined to keep costs down while minimizing disruption and any risk to the environment.

Federal Gas Tax funding was invested in the project, which utilized a trenchless method over the traditional open cut construction method, because of the overwhelming social, economic, environmental, and cost-savings benefits of using this technology. Thanks to this approach, the City's tourism sector was largely unaffected and the risk of sewage spills and flooding was avoided.

The project was featured in a [video](#) unveiled at the Gas Tax Awards ceremony, as part of the AMO Annual Conference.



AMO's annual Gas Tax Award is such a wonderful way to showcase the great work being done across the province. It really highlights the value and the impact of the federal Gas Tax Fund. Congratulations to this year's winner, Niagara Region. You combined innovation and environmentally-friendly engineering and supported long-term planning with your sewer pipeline project. And you did a great job keeping the impact on the busy Niagara Falls tourism sector minimal. Very impressive work.

*The Hon. Catherine McKenna, Canada's Minister of Infrastructure and Communities*

Since 2008 we have recognized projects that demonstrate excellence in the use of federal Gas Tax funds. This year, we had a dozen entries from all over the province, from municipalities both large and small. I know that the committee had a hard time choosing the winner. Congratulations to Niagara Region on their success.

*Jamie McGarvey, AMO Past President*

It's great to get recognition for the innovation that went into this project. The federal Gas Tax Fund played a very big role in making this happen.

*Jim Bradley, Regional Chair  
Niagara Region*

## Energy-Saving Retrofits in Harris

The Township of Harris invested federal Gas Tax funds in a project that has increased energy efficiency in a key building in the community. The Township's municipal hall is now fitted with a new, energy-efficient furnace.

Also, the energy-efficient upgrades extended to the municipal hall's garage, where upgraded insulation was installed and old wooden doors were replaced with modern alternatives. These upgrades have resulted in a reduction of approximately 40% in annual energy used to heat the Hall, benefiting the environment and allowing the Township to reduce their operating costs.



Community  
Energy Systems

Annual energy costs have been reduced by 40% at a key municipal building following upgrade work.

### Township of Harris

Population: 545

2019 Federal Gas Tax Allocation: \$67,003

# Risk Management and Compliance

## AMO's Risk Management Framework

The *Administrative Agreement* establishes terms and conditions on the use of federal Gas Tax funds. AMO uses a risk-based approach that minimizes municipal administrative costs and recognizes municipalities as a mature order of government to monitor compliance with these requirements. The approach is defined by AMO's risk management framework.

The framework combines policies, plans, processes and education. These components collectively state AMO's goals and objectives pertaining to risk management, describe responsibilities and procedures for managing risk, and guide the development of training materials for municipal staff managing federal Gas Tax funds. The framework is reviewed annually. Components evolve as the framework matures.

## Assessing Risk

Municipalities complete a questionnaire when reporting their use of federal Gas Tax funds to AMO. The questionnaire asks if specific financial policies and standard operating procedures relevant to administration of the Fund have been implemented. Sample policies and procedures are available to municipalities through AMO's online federal Gas Tax reporting tool. Responses to the risk management questionnaire are used to assess compliance risks and target AMO's efforts to manage risks. See [Part II](#) of this report for a copy of the 2019 questionnaire.

## Monitoring Compliance

At least 10% of municipalities receiving federal Gas Tax funds through AMO are selected each year for a compliance audit. Municipalities are randomly selected by AMO's auditor, BDO Canada LLP, in accordance with established selection criteria. Audits are completed by BDO Canada LLP or Baker Tilly KDN LLP.

Compliance audits confirm that terms and conditions on municipalities' use of federal Gas Tax funds, as set out in the *Municipal Funding Agreement*, are met. Auditors additionally attest to the accuracy of responses to the questionnaire described above. Summaries of the compliance audits completed for the 44 municipalities selected in 2019 are available in [Part II](#) of this report.

## AMO's Compliance Audit

The *Administrative Agreement* also establishes terms and conditions for AMO's administration of the Fund. A compliance audit is conducted each year to confirm that AMO has fulfilled these requirements.

The compliance audit for the year ending December 31, 2019 was completed by BDO Canada LLP. The audit confirms that AMO has complied with terms and conditions set out in the *Administrative Agreement*. A copy of the audit is included in [Part II](#) of this report.

## Runway Rehabilitation in North Bay

YYB North Bay Jack Garland Airport is an important regional economic development asset and important logistical and engineering support hub that requires reliable and consistent air service.

The City of North Bay invested federal Gas Tax funds in the rehabilitation of the 4,500 foot crosswind runway, which will help retain existing agreements with carriers while also allowing for future expansion. The airport attracts industrial and commercial investments to the region and also serves routes to winter vacation destinations.



Regional and  
Local Airports

Existing agreements with key airline carriers have been secured thanks to the rehabilitation of a runway.



### City of North Bay

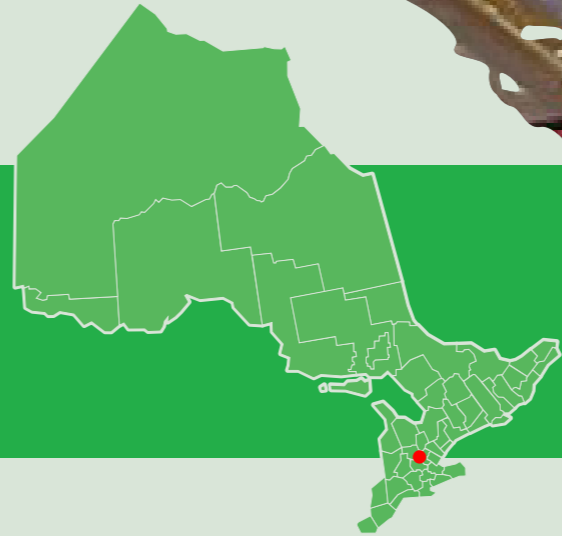
Population: 51,553

2019 Federal Gas Tax Allocation: \$6,609,171

# Arena Roof Surface Replacement in Wellesley

Wellesley Arena in the Township of Wellesley is a busy community facility, home to an ice rink, fitness centre, skate park, meeting rooms and more. The arena is more than 40 years old and has had ongoing problems with its roof. Federal Gas Tax funding was invested in replacing the roof, including coating and removal of interior low-e ceiling and insulation.

If this work was not done, Council would have had to close the facility due to structural concerns identified by two independent engineering firms. The roof was leaking and the weight of the insulation, which was by now absorbing large amounts of water, was deemed a hazard.



Recreation

The life of a busy community asset has been extended thanks to vital improvements to its roof.

## Township of Wellesley















Population: 11,260

2019 Federal Gas Tax Allocation: \$689,160

## Appendix A: Project Results Reported in 2019

### Investment in Completed Projects

Municipalities completed 847 infrastructure projects in 2019. The table below illustrates the distribution of these projects – and the funds that supported them – across project categories.<sup>14</sup>

Project Category	Completed Projects	Cumulative Federal Gas Tax Investment	Cumulative Project Costs
 Broadband Connectivity	3	\$ 2,250,711	\$ 2,880,437
 Brownfield Redevelopment	1	541,290	5,000,000
 Community Energy Systems	43	21,074,659	48,142,294
 Culture	13	6,909,619	26,419,001
 Disaster Mitigation	4	456,647	2,913,100
 Local Roads and Bridges	620	476,075,542	949,759,128
 Public Transit	24	492,408,375	2,771,758,205
 Recreation	41	13,027,739	26,627,857
 Regional and Local Airports	5	4,372,310	11,344,412
 Solid Waste	7	19,457,286	25,650,803
 Sports	4	898,035	1,580,834
 Tourism	3	1,415,168	2,196,663
 Wastewater	35	35,210,967	84,780,011
 Water	44	28,471,734	92,709,184
<b>Total</b>	<b>847</b>	<b>\$ 1,102,570,081</b>	<b>\$ 4,051,761,927</b>

<sup>14</sup> Cumulative federal Gas Tax investment is shown to the end of December 31, 2019 – but financing is ongoing for 54 of the 847 projects that completed construction in 2019.

<sup>15</sup> Quantitative results were not available for 44 of the 847 infrastructure projects that completed construction in 2019.





### Project Results

Municipalities report results achieved by infrastructure projects supported by the federal Gas Tax Fund when construction is completed. Results achieved by the 847 infrastructure projects that completed construction in 2019 are described in the tables below.<sup>15</sup>





 <b>Broadband Connectivity</b>	Projects	Total
Number of businesses positively affected	2	2,011
Number of households with improved broadband access (≥10 Mbps)	2	7,590


 <b>Brownfield Redevelopment</b>	Projects	Total
Area remediated, decontaminated or redeveloped (ha)	1	5,524
Volume of contaminated soil removed (m³)	1	5,260


 <b>Community Energy Systems</b>	Projects	Total
Number of buildings retrofitted	25	83
Number of buildings built with energy-efficient materials or systems	1	1
Number of LED street lights installed	4	16,126
Number of new or upgraded municipal electric vehicle charging stations	1	23
Number of new or upgraded solar power systems in municipal buildings	2	5
Increase in annual energy generation (MWh)	2	493
Reduction in annual energy consumption (GWh)	29	21
Reduction in annual fossil fuel consumption (ML)	4	153
Reduction in annual greenhouse gas emissions (tonnes of CO <sub>2</sub> e)	3	356


 <b>Culture</b>	Projects	Total
Number of new, renovated or upgraded arts facilities	1	1
Number of new, renovated or upgraded libraries	3	3
Number of new, renovated or upgraded memorial buildings or structures	1	1
Number of renovated heritage sites or buildings	3	3
Increase in number of cultural events held annually	3	118
Increase in annual number of residents participating in cultural activities	4	25,609
Increase in annual number of visitors to the community	5	32,274
Number of businesses positively affected	7	539

 <b>Solid Waste</b>	Projects	Total
Number of new garbage or recycling trucks	1	1
Number of new blue bins	1	417
Number of new landfill facilities	1	1
Number of rehabilitated or expanded landfill facilities	3	3
Increase in number of households participating in recycling collection	1	61
Increase in total waste collected, disposed in landfills, incinerated and diverted from landfills annually (tonnes)	1	3,531

 <b>Disaster Mitigation</b>	Projects	Total
Reduction in area at risk of damage from natural catastrophes (ha)	4	2
Reduction in projected annual emergency response cost	2	\$45,300

 <b>Drinking Water</b>	Projects	Total
Length of new watermains (km)	5	2
Length of rehabilitated or replaced watermains (km)	20	13
Increase in capacity of water storage tanks and reservoirs (ML)	2	33
Reduction in annual number of watermain breaks	16	125
Increase in number of properties connected to fire hydrants and/or with fire protection	5	288
Number of residents with access to new, rehabilitated or replaced water distribution pipes	22	15,290
Reduction in number of annual adverse water quality test results	3	8
Volume of drinking water treated to a higher standard (ML)	4	5,314

 <b>Public Transit</b>	Projects	Total
Number of new conventional buses	6	387
Number of new para transit vehicles	3	22
Number of new street cars or rail cars	1	17
Number of rehabilitated, refurbished or replaced conventional buses	1	3.0
Number of rehabilitated, refurbished or replaced para transit vehicles	3	24.0
Increase in number of accessible vehicles	7	316
Increase in number of accessible transit facilities	2	145
Average increase in annual number of regular service passenger trips on conventional transit per capita	2	7
Average increase in annual revenue vehicle kilometres per capita	2	1
Decrease in average age of fleet (%)	5	9
Number of residents with improved access to transit facilities	6	1,545,960
Number of transit facilities with accessibility or service upgrades/enhancements	8	181.0
Number of transit vehicles with accessibility or service upgrades/enhancements	8	321.0

 <b>Regional and Local Airports</b>	Projects	Total
Increase in number of annual aircraft take-offs or landings at the airport	1	300
Increase in number of annual airline passengers	1	790
Number of businesses positively affected	3	36



Local Roads and Bridges – Roads	Projects	Total
<b>Roads</b>		
Length of new paved roads and gravel roads converted to paved roads (lane-km)	35	162
Length of new unpaved roads (lane-km)	2	3
Length of rehabilitated unpaved roads (lane-km)	45	392
Length of rehabilitated or replaced paved roads (lane-km)	382	2,844
Length of roads with improved drainage (lane-km)	128	843
Increase in length of paved roads rated as good and above (lane-km)	357	2,532
Increase in length of unpaved roads rated as good and above (lane-km)	43	253
Increase in capacity of sand or salt storage sites (tonnes)	1	50
Number of intersections with advanced traffic management systems	16	36
Number of residents with access to new, rehabilitated or replaced roads	172	1,733,893
Number of residents with improved access to highways or neighbouring municipalities	94	1,029,146
<b>Bridges and Culverts</b>		
Number of new bridges	5	5
Number of new culverts	2	2
Number of rehabilitated or replaced bridges	43	59
Number of rehabilitated or replaced culverts	25	50
Increase in surface area of bridges with condition of the primary component rated as good and above (m <sup>2</sup> )	38	15,575
Increase in surface area of culverts with condition of the primary component rated as good and above (m <sup>2</sup> )	19	2,512
Surface area of new bridges (m <sup>2</sup> )	6	2,842
Surface area of new culverts (m <sup>2</sup> )	2	30
Surface area of rehabilitated or replaced bridges (m <sup>2</sup> )	41	20,745
Surface area of rehabilitated or replaced culverts (m <sup>2</sup> )	17	1,229
Number of residents with access to new, rehabilitated or replaced bridges	32	749,239
Number of residents with access to new, rehabilitated or replaced culverts	24	765,699
<b>Active Transportation</b>		
Length of new bike lanes (km)	6	9
Length of new sidewalks (km)	24	15
Length of new trails (km)	14	15
Number of new pedestrian bridges	2	4
Length of rehabilitated or replaced sidewalks (km)	23	33
Length of rehabilitated or replaced trails (km)	5	5
Number of rehabilitated or replaced pedestrian bridges	2	9
Surface area of new pedestrian bridges (m <sup>2</sup> )	2	588
Surface area of rehabilitated or replaced pedestrian bridges (m <sup>2</sup> )	1	88
Increase in surface area of pedestrian bridges with condition of the primary component rated as good and above (m <sup>2</sup> )	1	233
Number of residents with access to new, rehabilitated or replaced bike lanes, sidewalks, hiking and walking trails, and/or pedestrian bridges		



Recreation	Projects	Total
Number of new, renovated or rehabilitated comfort stations	3	13
Number of new, renovated or rehabilitated picnic shelters	3	3
Number of new, renovated or rehabilitated playground structures	4	5
Number of new, renovated, rehabilitated or upgraded arenas	10	10
Number of new, renovated, rehabilitated or upgraded community centres	8	9
Number of new, renovated, rehabilitated or upgraded fitness facilities	1	1
Number of new, renovated, rehabilitated or upgraded sport-specific courts	1	7
Number of new, renovated or upgraded public swimming pools	4	5
Length of recreational paths or trails constructed or improved	5	3,169
Increase in annual number of visitors to the community	5	45,018
Increase in annual number of registered users	3	2,807
Capacity of new, renovated, rehabilitated or upgraded arenas	2	1,350
Capacity of new, renovated, rehabilitated or upgraded community centres	1	3,000
Number of businesses positively affected by the investment in recreational infrastructure	6	173
Number of residents who will benefit	33	2,204,848



Sports	Projects	Total
Increase in annual available ice/field time (h)	1	1,600
Number of businesses positively affected	1	4
Increase in annual number of visitors to the community	3	24,518
Increase in number of registered users in a year	1	150
Increase in sporting events held annually	1	10



Tourism	Projects	Total
Number of businesses positively affected	3	45



Wastewater	Projects	Total
Length of new sanitary sewers (km)	3	2
Length of new stormwater sewers (km)	8	4
Length of rehabilitated or replaced sanitary sewers (km)	9	7
Length of rehabilitated or replaced stormwater sewers (km)	16	15
Increase in reserve sewage treatment plant capacity	1	39
Change in number of residents serviced by stormwater/sanitary infrastructure	9	18,464
Reduction in energy used by treatment system per ML of wastewater treated (kWh)	2	28
Reduction in annual number of sanitary sewer backups	6	25

## Appendix B: Financial Statements



	2019	2014 - 2019
<b>Opening Balance</b>	<b>\$1,457,756</b>	
<b>Revenues</b>		
Received from Canada	\$1,297,872,568	\$4,381,248,773
Interest Earned	\$867,425	\$2,325,181
Transferred from the original program	\$0	\$16,190,205
Transfer from AMO's reserves	\$8,794,577	\$8,794,577
<b>Net</b>	<b>\$1,307,534,570</b>	<b>\$ 4,392,368,531</b>
<b>Expenditures</b>		
Transferred to Municipalities	\$(1,303,427,490)	\$(4,387,631,660)
Administration Costs	\$(3,239,655)	\$(18,601,895)
<b>Net</b>	<b>\$(1,306,667,145)</b>	<b>\$(4,406,233,555)</b>
<b>Closing Balance</b>	<b>\$2,325,181</b>	

## Ultimate Recipients

<b>Opening Balance</b>	<b>\$831,512,032</b>	
<b>Revenues</b>		
Allocations Received from AMO	\$1,303,427,490	\$4,387,133,498
Proceeds from the Disposal of Assets	\$65,000	\$266,488
Interest Earned	\$24,894,759	\$94,509,660
<b>Net</b>	<b>\$1,328,387,249</b>	<b>\$4,481,909,646</b>
<b>Transfers</b>		
In	\$79,792,243	\$271,840,393
Out	\$(79,792,243)	\$(271,840,393)
<b>Net</b>	<b>-</b>	<b>-</b>
<b>Expenditures<sup>16</sup></b>		
Broadband Connectivity	\$(2,362,898)	\$(2,388,762)
Brownfield Redevelopment	-	\$(5,697,411)
Capacity-Building	\$(5,081,371)	\$(43,726,929)
Community Energy Systems	\$(19,590,152)	\$(112,055,281)
Culture	\$(9,323,483)	\$(15,091,482)
Disaster Mitigation	\$(4,797,575)	\$(9,465,735)
Drinking Water	\$(20,213,223)	\$(99,279,607)
Local Roads and Bridges	\$(445,896,310)	\$(2,306,936,038)
Public Transit	\$(196,482,204)	\$(770,153,820)
Recreation	\$(23,585,450)	\$(82,916,208)
Regional and Local Airports	\$(2,442,311)	\$(5,769,810)
Short-line Rail	-	\$(215,000)
Short-sea Shipping	-	-
Solid Waste	\$(31,945,099)	\$(144,381,937)
Sports	\$(709,073)	\$(3,002,893)
Tourism	\$(834,682)	\$(2,225,263)
Wastewater	\$(20,616,907)	\$(193,665,845)
<b>Net</b>	<b>\$(783,880,738)</b>	<b>\$(3,796,972,022)</b>
<b>Closing Balance</b>	<b>\$1,376,018,543</b>	

<sup>16</sup> Financial information shown in this table was compiled from annual reports submitted to AMO by municipal staff. All but three communities had submitted an annual report to AMO by the time of compilation (August 21, 2020).



**Association of Municipalities of Ontario (AMO)**

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Part I and II of this report can be downloaded at AMO's website.



**THE CORPORATION OF THE TOWNSHIP  
OF MADAWASKA VALLEY**

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**Moved by: Councillor Peplinski**  
**Seconded by: Councillor Willmer**

**2020-01-15 Sep 2020**  
**15 September 2020**

BE IT RESOLVED

THAT the Township of Madawaska Valley supports the following resolution from the Municipality of Tweed:

WHEREAS the Government of Canada passed the Cannabis Act S.C. 2018, c. 16 legislation legalizing properties to grow a maximum of 4 plants without a licence; and WHEREAS Health Canada issues licences for medicinal cannabis production that are specific to set properties without municipal consultation and regardless of land use zoning by-laws; and

WHEREAS pharmaceutical companies and industries are required to follow strict regulations and governing legislation to produce medicinal products including Narcotic Control Regulations C.R.C., c 1041 and Controlled Drugs and Substances Act (Police Enforcement) Regulations SOR/9-234; and WHEREAS Municipalities are authorized under the Planning Act, R.S.O. 2020, C. P 13 to pass a comprehensive zoning by-law that is in compliance with the appropriate County Official Plan which must be in compliance with the Provincial Policy Statement, Under The Planning Act, 2020; and WHEREAS the Provincial Policy Statement, Official Plan and Zoning By-Law in effect for each area is designed to secure the long-term safety and best use of the land, water and other natural resources found in that area's natural landscape; and

WHEREAS the Municipality of Tweed has passed Comprehensive Zoning By-Law 2012-30 and further amended it by the Cannabis Production By-Law 2018-42, limiting cannabis production facilities to rural industrial zoned lands with required setbacks from residential zoned properties; and

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WHEREAS the Municipality of Tweed has not been consulted by Health Canada prior to the issuance of licences for properties not in compliance with the Municipal zoning by-laws for a cannabis production facility; and

WHEREAS the Province needs to amend legislation to establish a new Provincial Offence Act fine regime that creates an offence(s) when unlicensed cannabis operations break planning and environmental regulations, ignore Building Code requirements and build without a permit at a fine of at least \$100,000 per offence;

NOW THEREFORE BE IT RESOLVED THAT the Municipality of Tweed requests that immediate action be taken by all levels of government for medical cannabis licencing to follow similar regulations and guidelines as all other pharmaceutical industries;

AND FURTHER, that the Association of Municipalities of Ontario advocate with the Federation of Canadian Municipalities for advocacy to the Government of Canada for similar regulations and guidelines for medical cannabis licencing in alignment with other pharmaceutical industries; AND FURTHER, that the distribution of medical cannabis be controlled through pharmacies in consistency of all other medications;

AND FURTHER, that Health Canada withhold licencing until the potential licence holder can provide evidence of acceptable zoning of the intended property in question;

AND FURTHER, that licenced locations be disclosed in advance to the municipalities hosting the licenced locations; and

AND FURTHER, that this resolution be circulated to the Prime Minister of Canada, Health Canada, the Premier of the Province of Ontario, the Minister of Municipal Affairs and Housing, the Ontario Provincial Police, the Association of Municipalities of Ontario, and all upper, lower and single-tier municipalities within the Province of Ontario.

*Gwen Dombroski*

**X CARRIED.**

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Gwen Dombroski, Deputy Clerk

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