



# The Regional Municipality of Durham

## COUNCIL INFORMATION PACKAGE

### March 2, 2018

#### Information Reports

- [2018-INFO-31](#) Commissioner of Works – re: Road Rationalization – Interim Report
- [2018-INFO-32](#) Commissioner of Works and Commissioner of Corporate Services– re: Automated Speed Enforcement
- [2018-INFO-33](#) Commissioner of Works – re: Response to February 23, 2018 Letter from PACT-POW to the Honourable Chris Ballard, Minister of Environment and Climate Change
- [2018-INFO-34](#) Commissioner of Finance – re: 2018 Federal Budget
- [2018-INFO-35](#) Commissioner of Planning and Economic Development – re: Additional funding for Economic Development and Tourism to undergo economic data collection with the World Council on City Data (WCCD)
- [2018-INFO-36](#) Commissioner of Corporate Services – re: Automating Legislative Process Elements
- [2018-INFO-37](#) Commissioner of Planning and Economic Development – re: Film Durham 2017 Activity Overview
- [2018-INFO-38](#) Commissioner of Works – re: Durham York Energy Centre Ambient Air Monitoring Program
- [2018-INFO-39](#) Commissioner of Planning and Economic Development – re: Monitoring of Land Division Committee Decisions of the February 12, 2018 Meeting

### **Early Release Reports**

2018-COW-\*\*      Commissioner of Planning and Economic Development – Public Meeting Application to amend the Durham Regional Official Plan, submitted by Youngfield Farms Limited, to permit the severance of a dwelling rendered surplus as a result of the consolidation of non-abutting farm parcels in the Township of Scugog, File: OPA-2013-01

Early release reports will be considered at the April 4, 2018 Committee of the Whole meeting.

### **Staff Correspondence**

There is no Staff Correspondence

### **Durham Municipalities Correspondence**

1. [City of Oshawa](#) – re: Resolution passed at their Council meeting held on February 20, 2018, regarding the City's comments to the Provincial Government Concerning Cannabis Consumption
2. [Town of Whitby](#) – re: Resolution #45-18 passed at their Council meeting held on February 20, 2018, regarding Provincial Library Fund
3. [Town of Ajax](#) – re: Resolution passed at their Council meeting held on February 20, 2018, regarding Protecting Water for Future Generations: Growing the Greenbelt in the Outer Ring – Town of Ajax

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

1. [City of Cornwall](#) – re: Resolution passed at their Council meeting held on January 22, 2018, to request the Ontario Government to Better Promote and Support Remediation of Contaminated Properties in Urban Centres
2. [York Region](#) – re: Resolution passed at their Council meeting held on February 15, 2018, regarding All-way Stop Control – Ravenshoe Road and Victoria Road/Concession 7, Town of Georgina
3. [City of Vaughan](#) – Correspondence to Kathleen O'Neill, Director, Environmental Assessment and Permissions Branch, Ministry of the Environment and Climate Change, regarding a request for Approval of Duffin Creek Plant Outfall Class Environmental Assessment

### **Miscellaneous Correspondence**

1. [Alison Gorham, Whitby Resident](#) – re: Correspondence to Kathryn McGarry, Minister of Transportation, asking the Province to consider reducing or eliminating the tolls collected on Highway 412 to reduce congestion on Whitby streets.

2. [Durham Transportation Master Plan Update](#) – re: A notice to the Public regarding that the new Durham Transportation Master Plan will be available for public viewing at the local municipal offices

**Advisory Committee Minutes**

1. Durham Trail Co-ordinating Committee (DTCC) – [February 1, 2018](#)
2. Durham Region Roundtable on Climate Change (DRRCC) minutes – [February 9, 2018](#)
3. Durham Environmental Advisory Committee (DEAC) minutes – [February 15, 2018](#)

Members of Council – Please advise the Regional Clerk at [clerks@durham.ca](mailto:clerks@durham.ca) by 9:00 AM on the Monday one week prior to the next regular Committee of the Whole meeting, if you wish to add an item from this CIP to the Committee of the Whole agenda.

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



# The Regional Municipality of Durham Information Report

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From: Commissioner of Works  
Report: #2018-INFO-31  
Date: March 2, 2018

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**Subject:**

Road Rationalization – Interim Report

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**Recommendation:**

Receive for information.

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**Report:**

**1. Purpose**

1.1 In January 2016, Regional Council authorized staff to retain a consultant to work with Regional and local area municipal staff to undertake a region-wide Road Network Rationalization Study (“Study”) and develop a comprehensive Road Network Rationalization Plan. The consulting firm of HDR was retained to complete the study with direction and oversight provided by means of a joint team consisting of staff from both the Works and Finance Departments. The purpose of this report is to update Regional Council on the Study findings to date and to promote further dialogue between the Region and the Local Area Municipalities with respect to the current status and next steps.

**2. Background**

2.1 The Regional Municipality of Durham (Region) has been involved in road rationalization reviews through inter-agency discussions since 1997 and the Who Does What (WDW) initiative in 2002. The WDW was a cooperative effort between the Region and Local Area Municipalities (LAMs) that identified roads and/or road sections suitable for transfer.

2.2 Since the WDW initiative a limited number of transfers have been successfully completed.

2.3 The 2016 Transportation Servicing and Financing Study (S&F) identified a preliminary list of Regional and local roads as potential transfer candidates and recommended the Study.

2.4 This report details the objectives, methodology and findings of the Study to date.

### **3. Study Methodology**

3.1 The scope of the Study is outlined below:

- Review and confirm proposed road rationalization criteria as well as Regional and Local Area Municipal road transfer candidates.
- Identify current and future capital as well as the maintenance and operational needs of transfer candidates and related cost estimates.
- Establish a conditional schedule for transfers.

3.2 Guiding principles for the Study were established to define the limitations and assumptions to support the decision-making process. The following principles provided a framework for the study:

- Establish criteria to evaluate the function and character of candidate roads for transfer.
- Conduct a systematic and objective analysis based on 2031 planning and forecast conditions in anticipation of major regional growth.
- Consult with the LAMs throughout the process.

3.3 Collaboration between the Region and LAMs provided regular opportunities for discussion on the Study process, evaluation criteria, potential candidate roads for transfer and draft Study findings.

3.4 Table 1 summarizes the meetings with LAMs. Meetings were supplemented with ongoing email and telephone communications.

**Table 1: Consultation Overview**

<b>Local Area Municipality</b>	<b>Date</b>	<b>Purpose</b>
Town of Ajax	21-Apr-16	Initial discussions
Town of Ajax	09-May-16	Discussion of preliminary results
Township of Brock	05-May-16	Initial discussions
Township of Brock	17-May-16	Discussion of preliminary results
Municipality of Clarington	27-Apr-16	Initial discussions
Municipality of Clarington	20-May-16	Discussion of preliminary results
City of Oshawa	21-Apr-16	Initial discussions
City of Oshawa	10-May-16	Discussion of preliminary results
City of Pickering	18-Apr-16	Initial discussions
City of Pickering	11-May-16	Discussion of preliminary results
Township of Scugog	20-Apr-16	Initial discussions
Township of Scugog	17-May-16	Discussion of preliminary results
Township of Uxbridge	20-Apr-16	Initial discussions. Subsequently indicated no further interest in transfers
Town of Whitby	26-Apr-16	Initial discussions
Town of Whitby	06-May-16	Discussion of preliminary results

- 3.5 An initial list of candidate roads for transfer from local to Regional jurisdiction and from Regional to local jurisdiction was sourced from the 2016 Transportation S&F Study report. Through consultations with the LAMs, new road transfer candidates were identified and added to the list. The resulting road transfer candidates are discussed later in this report.
- 3.6 Information sources from the Region and LAMs included:
- Official Plans and staff reports
  - Road characteristics and condition reports
  - Bridge and culvert inspection reports
  - Storm sewer network maps
  - Pavement management system bench mark costs
  - 2016 Transportation S&F Study report
  - Presentation from Regional Council education session on road rationalization (April, 2011)
  - Capital project and maintenance budgets
  - Life cycle cost estimates (where available)
  - Development charge background studies
- 3.7 The Region's Transportation Model was used to forecast future traffic volumes and determine trip type attributed to the proposed road transfer candidates.

#### **4. Criteria**

- 4.1 The road rationalization process is supported by a set of criteria that describe the role and function of the road within the context of the overall network, growth management, and support for economic growth throughout the Region. These criteria, described below, were subsequently confirmed through the recent approval of the Transportation Master Plan (Section 6.4.3. – Regional Road Definition).
- 4.2 Draft evaluation criteria were shared with the LAMs to obtain comments and suggestions. Based on input received, the evaluation criteria were revised. Transfer candidates were evaluated on a scale from 0 to 10, with 0 representing complete local function and character and 10 representing complete regional function and character. Each criterion is discussed in more detail below.
- a) Road segment connects with provincial and/or inter-regional network
- One of the most important functions of a Regional road is to provide regional and inter-regional connectivity. Therefore, the road transfer candidate's connectivity to the provincial or inter-regional road network was considered to be an important criterion in assessing the road function.

- The road transfer candidate's level of connectivity to the current and future provincial/inter-regional highway networks (2031 conditions, considering the Highway 407 ETR extension project) formed the basis of scoring this criterion.
- b) Road segment carries high volume of inter-municipal and regional traffic
- Another criterion relating to a road transfer candidate's significance in providing regional connectivity is the extent and magnitude of inter-municipal and inter-regional travel that it accommodates. This was determined by running select link assignments for each road transfer candidate using the Durham Regional Transportation Model.
- c) Road segment attracts significantly higher volumes of traffic than adjacent roads
- The relative volume of road transfer candidates to parallel roads (typically within 3 km) of similar character and/or function was also used as a criterion in the scoring system (using the Durham Regional Transportation Model). The logic behind this criterion relates to facilitating one route through an area to a regional standard (speed, volume, access control) and have local parallel roads serving local or intra-municipal traffic.
- d) Road segment's level of access control
- Considering that Regional roads tend to carry higher volumes and allow higher speed limits than local roads, they typically require higher levels of access control. A candidate road's level of access control was considered to be another criterion in the scoring system. The Region's Official Plan (OP) which outlines the network's future road classifications was used to assess expected levels of access control.
- e) Road segment supports regional goods movement/aggregate hauling network
- Another important function of Regional roads is the movement of goods, as goods movement travel tends to be of a regional and inter-regional nature. Whether a road segment is well-positioned to accommodate goods movement travel was considered to be a criterion in the scoring system. The Regional OP's Strategic Goods Movement Network and the Regional Structure which indicates major employment areas was utilized for this assessment.
- f) Road segment supports major transit route and/or planned rapid transit route



- In light of the Region's Long Term Transit Strategy (LTTS) which aims to achieve a transportation system that is focused on rapid transit to provide excellent connections between the Region's municipalities and neighboring municipalities, corridors were scored based on the level of support for these significant transit routes.
- g) Road segment supports region-wide economic and growth objectives
- Roads providing access to regional and urban growth centres are expected to experience higher traffic volumes. The provision of access to such areas by road transfer candidates was also considered to be a criterion.
- h) Road segment affects corridor planning or planning of downtowns or mature urban areas
- This criterion was identified as a result of consulting with LAMs.
- During consultation sessions with LAMs, concerns were raised regarding the ability to plan and achieve a downtown vision should a road segment currently serving a downtown area be transferred to the Region. This applied in particular to Highway 2 in downtown Whitby, Oshawa, Bowmanville, and Newcastle. As a result this criterion was added.
- i) Road segment's environmental and community impact due to change in road function
- Similarly, this criterion was added to the list as a result of consultation with LAMs to reflect concerns of environmental and/or community impacts that could result from a local to Regional transfer. Such impacts might include higher traffic volumes, increased truck traffic, and/or the need for road widening (which can have negative impacts on existing homes and environmental features).

## **5. Road Transfer Candidate Evaluation**

- 5.1 The product of the criteria evaluations resulted in a final overall score between 0 and 10 for each road candidate. Overall scores in the low end of the range (for example, 0 to 3) represent roads with strong local function and character, while scores in the high end of the range represent roads with strong Regional function and character.

5.2 The consultations with LAMs confirmed the need to distinguish road transfer candidates between those in urban areas and those in rural areas of the Region.

- **Urban area road candidates** – For roads in urban areas, all nine criteria apply, resulting in scores as high as 10 for those candidates with the highest potential as Regional roads. Strong local road candidates for transfer to the Region scored in the high end of the 0 to 10 range (for example, from 7 to 10).
- **Rural area road candidates** – For roads in rural areas Criteria # 5, 6 and 7 generally do not apply resulting in scores for road transfer candidates being capped around 7. Scores for strong local rural road candidates for transfer to the Region, therefore, are in the high end of the 0 to 7 range (for example, 5 to 7).

5.3 The above criteria and thresholds capture the technical aspects of a road's function and character. The results of the analysis are summarized below by LAM (in alphabetical order). The criteria and thresholds provide a good indication of candidates for jurisdictional transfer on the basis of sound transportation planning principles. It is however recognized that non-technical considerations (e.g. financial impacts, resource constraints, etc.) will influence the final recommendations and the timing of potential transfers.

## 6. Town of Ajax – Road Transfer Candidates

6.1 Table 2 details the road transfer candidates and preliminary recommendations in the Town of Ajax based on the evaluation.

**Table 2: Ajax – Evaluation of Road Transfer Candidates**

Regional Road #	Road	From	To	Length (km)	Lane (km)	Urban/Rural Area	Preliminary Recommendation
31	Westney Road	Harwood Avenue	Bayly Street	2.7	9.5	Urban	Transfer Candidate
Local to Regional	Rosland Road	Ajax/ Pickering Boundary	Ajax/ Whitby Boundary	7.2	14.3	Urban	Transfer Candidate
Local to Regional	Salem Road	Taunton Rd	Ajax/ Pickering Boundary	2.1	4.2	Urban	No transfer, reconsider in the future

## 6.2 Region to Local Transfer

- **Westney Road (Harwood Avenue to Bayly Street)** – Recommended for transfer to Town of Ajax. This segment of Westney Road does not connect Regional roads and does not provide a Regional function.

## 6.3 Local To Region Transfer

- **Rossland Road (Ajax/Pickering boundary to Ajax/Whitby boundary)**  
Recommended for transfer from the Town of Ajax to Regional jurisdiction. Rossland Road through Ajax is part of an important east-west arterial across southern Durham Region and, as such, functions as a key Regional east-west arterial road
- Rossland Road is part of the Town's Pedestrian and Bicycle Master Plan. Accommodation of future cycling facilities needs consideration if Rossland Road is transferred to the Region.
- **Salem Road (Taunton Road to Ajax/Pickering boundary)** – Not recommended for transfer at this time from the Town of Ajax to the Region. The justification for transfer can be re-evaluated during a future road rationalization review and may be dependent on a future 407 interchange.

## 7. Brock Township – Road Transfer Candidates

7.1 Table 3 details the road transfer candidates and preliminary recommendations in the Township of Brock based on the evaluation.

**Table 3: Brock Township – Evaluation of Road Transfer Candidates**

Regional Road	Roads	From	To	Length (km)	Lane (km)	Urban/Rural Area	Preliminary Recommendation
47	Shoreline Road	23-Mara Road	Simcoe/ Durham Boundary	2.1	4.3	Rural	Transfer Candidate
50	Portage Road	Highway #12	76- Highway #48	4.3	8.8	Rural	Transfer Candidate
51	Old Highway 12	50-Portage Road	Simcoe/ Durham Boundary	0.1	0.2	Rural	Transfer Candidate
Local to Regional	Simcoe Street	Brock Concession 14	Regional Highway 48	15.5	31	Rural	Transfer Candidate
Local to Regional	Thorah Concession	Highway 12/48	Simcoe St.	6.8	13.7	Rural	Transfer Candidate

Regional Road	Roads	From	To	Length (km)	Lane (km)	Urban/Rural Area	Preliminary Recommendation
	1						
Local to Regional	River Road (extension)	Highway 12	Highway 2	7.1	14.2	Rural	No transfer

## 7.2 Region To Local Transfer

- **Shoreline Road (Regional Road 57 between Mara Road and Simcoe/Durham boundary)** – Recommended for transfer from the Region to Brock Township, reflecting its local function.
- **Portage Road (Regional Road 50 between Highway 12 and Highway 48)** – Recommended for transfer to Brock Township, reflecting its local function.
- **Old Highway 12 (Regional Road 51 between Portage Road and Simcoe/Durham boundary)** – Recommended for transfer to Brock Township, reflecting its local function.

The Township expressed concern with the maintenance and capital costs associated with any additional lane kilometres and made specific comment on the ability to deal with the capital needs of the structures within these road segments.

## 7.3 Local To Region Transfer

- **Simcoe Street (between Brock Concession 14 and Highway 48)** – Recommended for transfer from Brock Township to the Region. Simcoe Street south of Concession 14 is already under Regional jurisdiction. The transfer of the segment of Simcoe Street between Concession 14 and Highway 48 would provide a continuous north-south Regional route to Highway 48.
- Brock Township currently has a boundary agreement for Simcoe Street with Kawartha Lakes, and that Kawartha Lakes would therefore have to be part of the discussion if the Simcoe Street segment is to be transferred to the Region.
- **Thorah Concession 1 (between Highway 12/48 and Simcoe Street)** – Recommended for transfer from Brock Township to the Region, either now or after a future road rationalization review. It is a candidate for transfer to Regional jurisdiction, as it is a continuation of Highway 48 to Simcoe Street, is classified as a Type B Arterial in the Regional Official Plan, and would provide an alternative route for traffic to bypass. There are significant costs associated with both Simcoe Street and Thorah Concession 1 to Regional standard.
- **River Road extension from Highway 12 to Simcoe Street** – Not recommended for transfer from Brock Township to Regional jurisdiction, as its low score reflects a local function.

## 8. Municipality of Clarington – Road Transfer Candidates

8.1 Table 4 details the road transfer candidates and preliminary recommendations in the Municipality of Clarington based on the evaluation.

**Table 4: Clarington – Evaluation of Road Transfer Candidates**

Regional Road	Road	From	To	Length (km)	Lane (km)	Urban/Rural Area	Preliminary Recommendation
17	Main Street/ Manvers Street	Winter Road	04-Taunton Road	3	6.6	Urban	Transfer Candidate
Local to Regional	Pebblestone Road	Townline Road	Courtice Road	2.9	5.7	Urban	No transfer, reconsider in the future
Local to Regional	Holt Road	Highway 401	Regional Highway 2	3.2	6.3	Rural	Transfer Candidate
Local to Regional	King Street (Bowmanville)	Regional Road 57	Haines St.	3.1	12.4	Urban	No transfer, reconsider in the future
Local to Regional	King Street (Newcastle)	Baldwin Street	Arthur St.	0.8	3.2	Urban	No transfer
Local to Regional	Darlington Clarke Townline (#2)	Taunton Road	Future Highway 407 Interchange	2.0	4.0	Rural	No transfer, reconsider in the future
Local to Regional	Boundary Road	Highway 35	Highway 115	1.8	3.6	Rural	Transfer Candidate
Local to Regional	Trulls Road	Taunton Road	Bloor St	6.4	12.8	Urban	No transfer

### 8.2 Region To Local Transfer

- Main Street / Manvers Street (Regional Road 17 from Winter Road to Taunton Road)** – Recommended for transfer to the Municipality of Clarington. This road is serving a local function. Under local jurisdiction, there would be a greater ability to achieve a “downtown” vision.

### 8.3 Local To Region Transfer

- **Holt Road (from Highway 401 to Highway 2)** – Recommended for transfer from the Municipality of Clarington to Regional jurisdiction. With its existing Highway 401 interchange, Holt Road serves a Regional function, connecting Highway 401 with Highway 2, as well as serving Darlington Nuclear Generating Station.
- **Boundary Road (between Highway 35 and Highway 115)** – Recommended for transfer from the Municipality of Clarington to Regional jurisdiction. It has a Regional function in connecting these two provincial highways. The Municipality of Clarington currently has a boundary agreement for Boundary Road with Kawartha Lakes; Kawartha Lakes would therefore have to be part of the discussion if this road segment is to be transferred to the Region.
- **King Street in Bowmanville (between Regional Road 57 and Haines Street)** – Not recommended for transfer at this time. The impetus for transfer to Regional jurisdiction may be future enhanced transit service on Highway 2 extending to downtown Bowmanville. Since enhanced transit is a long-term initiative, there is less need for transfer at this time.
- The Municipality expressed concerns about transferring downtown King Street to the Region, considering the various streetscaping and visioning plans for the downtown, as well as seasonal road closures that the Municipality implements for community events.
- In future road rationalization reviews, consideration should be given to segmenting this part of King Street to distinguish the downtown core (between Scugog Street and Liberty Street), so that future reviews can separately evaluate the portions of King Street west and east of downtown Bowmanville, as well as downtown Bowmanville.
- **Darlington-Clarke Townline (from Taunton Road to future Highway 407 interchange)** – Not recommended for transfer at this time. It should be reconsidered during a future road rationalization review.

The remaining candidates are not recommended for transfer from local to Regional jurisdiction. Future road rationalization reviews may revisit these and other candidates as needed.

## 9. City of Oshawa – Road Transfer Candidates

9.1 Table 5 details the road transfer candidates and preliminary recommendations in the City of Oshawa based on the evaluation.

**Table 5: Oshawa – Evaluation of Road Transfer Candidates**

Regional Road	Road	From	To	Length (km)	Lane (km)	Urban/Rural Area	Preliminary Recommendation
2	Simcoe St.	Harbour Road	60 Wentworth Street	1.0	3.6	Urban	Transfer Candidate
3	Winchester Road East/ Grandview Street North	33-Harmony Road	Columbus Road	2.6	5.7	Urban	Transfer Candidate
16	Ritson Road	60-Wentworth Street	22-Bloor Street	0.8	3.6	Urban	No transfer, reconsider in the future
35	Wilson Road.	22-Bloor Street	Taunton Road	6.2	17.7	Urban	Transfer Candidate
54	Park Road	22-Bloor Street	28-Rossland Road	4.3	15.8	Urban	Transfer Candidate
25	Champlain Avenue	Oshawa/ Whitby Boundary	Stevenson Road	1.3	2.6	Urban	No transfer, reconsider in the future
52	Boundary Road	Wentworth Street W	Philip Murray Avenue	0.9	2.5	Urban	Transfer Candidate
55	Townline Road South	Gord Vinson Avenue	Bloor Street	0.25	0.5	Urban	Transfer Candidate
Local to Regional	Harmony / Columbus Road	Winchester Road	Grandview Street	2.6	5.2	Urban	Transfer Candidate
Local to Regional	Adelaide Avenue	Oshawa/ Whitby Boundary	Thornton Road	0.01	0.1	Urban	No transfer, reconsider in the future
Local to Regional	Rossland Road	Harmony Road	300m East of Harmony	0.3	0.9	Urban	No transfer, reconsider in the

Regional Road	Road	From	To	Length (km)	Lane (km)	Urban/Rural Area	Preliminary Recommendation
			Road				future
Local to Regional	King Street (West)	Oshawa/Whitby Boundary	Centre Street	2.7	11.3	Urban	Transfer Candidate
Local to Regional	Bond Street (West)	King Street	Centre Street	1.8	6.1	Urban	Transfer Candidate
Local to Regional	King Street (Middle)	Centre Street	Ritson Road North	1	4	Urban	No transfer, reconsider in the future
Local to Regional	Bond Street (Middle)	Centre Street	Ritson Road North	1.1	4.1	Urban	No transfer, reconsider in the future
Local to Regional	King Street (East)	Ritson Road North	Townline Road	3.4	14.3	Urban	Transfer Candidate
Local to Regional	Bond St.(East)	Ritson Road North	King Street East	1.7	4.8	Urban	Transfer Candidate
Local to Regional	Thornton Road (new alignment)	Taunton Road	Winchester Road	4.2	8.4	Urban	No transfer, reconsider in the future

## 9.2 Region To Local Transfers

- **Simcoe Street (Regional Road 2 from Harbour Road to Wentworth Street)** – Recommended for transfer to the City of Oshawa, reflecting its local function and character.
- **Winchester Road (Regional Road 3) and Grandview (from Harmony Road to Columbus Road)** – Recommended for transfer to the City of Oshawa, reflecting their local function and character. This transfer from the Region to the City would mirror the transfer of Harmony Road and Columbus Road from the City to the Region.
- **Wilson Road (Regional Road 35 from Bloor Street to Taunton Road)** – Recommended for transfer to the City of Oshawa, reflecting its local function and character.
- **Park Road (Regional Road 54 from Bloor Street to Rossland Road)** – Recommended for transfer from the Region to the City of Oshawa, reflecting its local function since the deletion of the Highway 401 interchange.



- **Boundary Road (Regional Road 52 from Wentworth Street to Philip Murray Avenue)** – Recommended for transfer to the City of Oshawa. This short stub does not serve a Regional function. If this road is transferred to local jurisdiction, then it may be subject to a boundary agreement between the City of Oshawa and the Town of Whitby.
- **Townline Road (Regional Road 55 from Gord Vinson Avenue to Bloor Street)** – Recommended for transfer to the City of Oshawa, reflecting its local function, especially with the realignment of Bloor Street. If this road is transferred to local jurisdiction, then it may be subject to a boundary agreement between the City of Oshawa and the Municipality of Clarington.
- **Ritson Road (Regional Road 16 from Wentworth Street to Bloor Street)** – Not recommended for transfer. Although it has received a relatively low evaluation score, Ritson Road provides the only grade-separated crossing of the CN mainline between Simcoe Street (Regional Road 2) and Farewell Street (Regional Road 56). It is recognized that the numerous driveways on this part of Ritson Road (similar to other parts of Ritson Road) detract from its Regional function. It can be reconsidered in the future as a candidate for transfer.
- **Champlain Avenue (Regional Road 25 from Whitby/Oshawa Boundary to Stevenson Road)** – Not recommended for transfer but should be reconsidered during a future road rationalization review.

### 9.3 Local To Region Transfers

- **Harmony Road / Columbus Road (from Winchester Road to Grandview Street)** – Recommended for transfer from the City of Oshawa to Regional jurisdiction. Despite its low score, this portion of Harmony Road is a continuation of Regional Road 33 and has an interchange with Highway 407, while Columbus Road is a continuation of Regional Road 3 connecting with Harmony Road. This transfer from the City to the Region would mirror the transfer of Winchester Road and Grandview Street from the Region to the City.
- **King Street and Bond Street** – The City of Oshawa outlined its planning and urban design goals for King Street and Bond Street through downtown Oshawa, and its desire to lead the planning efforts for these two streets. From the Region’s perspective, King Street and Bond Street are an important part of the Long-Term Transit Strategy for Durham Region, as they are planned to support high order transit service. Through the consultation process with the City, King Street and Bond Street were divided into three segments for evaluation purposes:
  - (a) **King Street and Bond Street (from Whitby/Oshawa boundary to Centre Street)** – Recommended for transfer from the City to Regional jurisdiction, reflecting their importance as east-west arterials and planned high order transit corridor.
  - (b) **King Street and Bond Street (from Centre Street to Ritson Road)** – Not recommended for transfer from the City to the Region. Can be reconsidered in a future road rationalization review.

- (c) **King Street and Bond Street (from Ritson Road to Townline Road)**  
– Recommended for transfer from the City to Regional jurisdiction, reflecting their importance as important east-west arterials and planned high order transit routes.
- **Thornton Road (from Taunton Road to Winchester Road)** – Not recommended for transfer but should be reconsidered during a future road rationalization review after the deferred 407ETR interchange is implemented.
  - **Adelaide Avenue (from Oshawa/Whitby Boundary to Thornton Road)**  
– Not recommended for transfer but should be reconsidered in conjunction with the construction of the Manning/Adelaide interconnection.
  - **Rossland Road (from Harmony Road to 300 m east of Harmony Road)**  
– Not recommended for transfer but should be reconsidered in conjunction with the construction of the Rossland Road extension to Townline Road.

## 10. City of Pickering – Road Transfer Candidates

10.1 Table 6 details the road transfer candidates and preliminary recommendations in the City of Pickering based on the evaluation.

**Table 6: Pickering – Evaluation of Road Transfer Candidates**

Regional Road #	Road	From	To	Length (km)	Lane (km)	Urban/Rural Area	Preliminary Recommendation
Previously RR1	Mowbray Street	North Limit of Highway 407	Brock Road	1.3	3.5	Urban	Transfer Candidate
5	9th Concession	Concession Road 9	Lake Ridge Road	0.1	0.2	Urban	Transfer Candidate
24	Church Street	22-Bayly Street	Ajax/Pickering Boundary	0.9	2	Urban	Transfer Candidate
38	Whites Road (South)	0.6 km South of Oklahoma Drive	22-Bayly Street	0.9	2.6	Urban	Transfer Candidate
38	Whites Road (North)	300 m North of Third Concession Road	Taunton Road	1.3	4.4	Urban	No transfer, reconsider in the future
29	Liverpool Rd	Highway 2	Finch Avenue	1.2	3.9	Urban	No transfer

Regional Road #	Road	From	To	Length (km)	Lane (km)	Urban/Rural Area	Preliminary Recommendation
Local to Regional	Third Concession Road	Ajax/ Pickering Boundary	West of Valley Farm Road	1.7	3.4	Urban	Transfer Candidate
Local to Regional	Whitevale Road	200m West of Future Rosland Road Extension	Brock Road	1.7	3.4	Urban	Transfer Candidate
Local to Regional	Sideline 26 (South)	Taunton Road	Whitevale Road	2.1	4.1	Urban	Transfer Candidate
Local to Regional	Sideline 26 (Middle)	Whitevale Road	Highway 7	-	-	Urban	Transfer Candidate
Local to Regional	Sideline 26 (North)	Highway 7	Concession Road 7	2.2	4.4	Urban	No transfer
Local to Regional	Seventh Concession Rd. (East)	Westney Road	Lake Ridge Road	4	8	Urban	No transfer, reconsider in the future
Local to Regional	Seventh Concession Rd. (West)	Sideline 26	Brock Road	3.3	6.6	Urban	No transfer
Local to Regional	Salem Road	Fifth Concession Road	Seventh Concession Road	5.2	10.4	Urban	No transfer, reconsider in the future

## 10.2 Region To Local Transfer

- **Mowbray Street (from north limit of 407 to Brock Road)** – Recommended for transfer from the Region to the City of Pickering. No longer part of Brock Road.
- **9<sup>th</sup> Concession (from 9<sup>th</sup> Concession to Lake Ridge Road)** – Recommended for transfer to the City of Pickering. This short section is no longer part of Regional Road 5.

- **Church Street (Regional Road 24 from Bayly Street to Ajax/Pickering boundary)** – Recommended for transfer to the City of Pickering. It has a local function and is only a short segment of Regional Road. Should the Durham Live proposal require a partial interchange at Highway 401, this could be reconsidered.
- **Whites Road (south) (Regional Road 38 from 600 m south of Oklahoma Drive to Bayly Street)** – Recommended for transfer to the City of Pickering. It has a local function and terminates within a neighborhood.
- **Whites Road (north) (Regional Road 38 from 300 north of Third Concession to Taunton Road)** – Not recommended for transfer to the City. After the new Whites Road is constructed, it may continue to function as a key route from south Pickering to Toronto and York Region. This segment may be a possible candidate for future road rationalization, contingent on lower traffic volumes.
- **Liverpool Road (Regional Road 29 from Highway 2 to Finch Avenue)** – Not recommended for transfer to the City. Its Regional function is enhanced by its interchange with Highway 401 and its access to the Pickering Urban Growth Centre.

### 10.3 Local To Region Transfer

- **Third Concession (from west of Valley Farm Road to Ajax/Pickering boundary)** – Recommended for transfer from the City of Pickering to the Region. Third Concession is the extension of Rossland Road and will be an important arterial to serve the Seaton Community.
- **Whitevale Road (from 200 west of future Rossland Road Extension to Brock Road)** – Recommended for transfer from the City of Pickering to the Region. It will be an important east-west arterial serving the Seaton Community.
- **Sideline 26 (south) (from Taunton Road to Whitevale Road)** – Recommended for transfer from the City of Pickering to the Region. It will be part of the future Whites Road extension (Regional Road 38) serving the Seaton Community.
- **Sideline 26 (middle) (from Whitevale Road to Highway 7)** – Recommended for transfer from the City of Pickering to the Region. It will be part of the future Whites Road extension (Regional Road 38) serving the Seaton Community. This section is currently unopened road allowance.
- **Sideline 26 (north) (from Highway 7 to Concession Road 7)** – Not recommended for transfer from the City to the Region. It is located in the future Pickering Airport lands.
- **Seventh Concession (from Westney Road to Lake Ridge Road)** – Not recommended for transfer from the City of Pickering to the Region. Should be re-examined in a future road rationalization study, after the deferred 407ETR interchange is constructed.

- **Seventh Concession (from Sideline 26 to Brock Road)** – Not recommended for transfer from the City to the Region. It is located in the future Pickering Airport lands.
- **Salem Road (from Fifth Concession to Seventh Concession)** – Not recommended for transfer at this time from the City to the Region. Should be re-examined in a future road rationalization study, after the deferred 407ETR interchange is constructed.

## 11. Township of Scugog – Road Transfer Candidates

11.1 Table 7 details the road transfer candidates and preliminary recommendations in the Township of Scugog based on the evaluation.

### 11.2 Table 7: Scugog – Evaluation of Road Transfer Candidates

Regional Road	Road	From	To	Length (km)	Lane (km)	Urban/Rural Area	Preliminary Recommendation
Preliminary Recommendation	Island Road	Highway #7A	Carnegie Beach Road	11.6	24.1	Rural	Transfer Candidate
Transfer	Scugog Line 12	23-Lake Ridge Road	Simcoe Street	13.4	26.8	Rural	No transfer
No transfer	Scugog Line 14	23-Lake Ridge Road	Highway 7/12	6.7	13.4	Rural	No transfer
No transfer	Ashburn Road	Townline Road	Scugog Line 4	5	10.1	Rural	No transfer
No transfer	Marsh Hill Road	Scugog Line 4	21-Goodwood Road	1.1	2.3	Rural	No transfer
No transfer	Scugog Line 6	Highway 7A	23-Lake Ridge Road	9.6	19.2	Rural	No transfer
No transfer	Scugog Line 2	Highway 7/12	Simcoe Street	3.6	7.2	Rural	No transfer, reconsider in the future

### 11.3 Region To Local Transfers

- **Island Road (Regional Road 7 from Highway 7A to Carnegie Beach Road)** – Recommended for transfer to the Township of Scugog. Island Road does not serve a Regional function.

Similar to comments from other municipalities, Scugog staff expressed concern with the maintenance and capital costs associated with taking on additional lane kilometres.

#### 11.4 Local To Region Transfers

- There are no candidates recommended for transfer from the Township of Scugog to the Region.
- Scugog Line 6 (from Highway 7A to Lake Ridge Road) has the potential to function as a Regional Road, however, it is adjacent to major Regional Roads on each side (Reach Street or Regional Road 8 and Goodwood Road or Regional Road 21), and it would therefore be redundant.
- Scugog Line 2 (from Highway 7/12 to Simcoe Street) has the potential to be a continuation of Shirley Road (Regional Road 19) could be reconsidered as a candidate for transfer from the Township to the Region in a future road rationalization review.

## 12. Town of Whitby – Road Transfer Candidates

12.1 Table 8 details the road transfer candidates and preliminary recommendations in the Town of Whitby based on the evaluation.

**Table 8: Whitby – Evaluation of Road Transfer Candidates**

Regional Road #	Road	From	To	Length (km)	Lane (km)	Urban/Rural Area	Preliminary Recommendation
22	Victoria Street (old alignment)	0.7 km West of 26-Thickson	0.4 km West of 26-Thickson Road	0.3	0.6	Urban	Transfer Candidate
43	Cochrane Street	Dundas Street	28-Rossland Road	2.1	6.1	Urban	Transfer Candidate
45	Henry Street (South)	22-Victoria Street	Burns Street W	1.2	3.3	Urban	Transfer Candidate
45	Henry Street (North)	Burns Street W	Dundas Street	0.9	2.6	Urban	Transfer Candidate
46	Brock Street (South)	Water Street	Victoria Street	1	2.7	Urban	Transfer Candidate
46	Brock Street (North)	Victoria Street	South Limit of Highway 401	0.3	1.5	Urban	Transfer Candidate
Former 23	Lake Ridge Road (North)	Almond Avenue	Cresser Avenue	0.3	0.6	Urban	Transfer Candidate

Regional Road #	Road	From	To	Length (km)	Lane (km)	Urban/Rural Area	Preliminary Recommendation
Former 23	Lake Ridge Road (South)	0.65 km N of Victoria Street	0.880 km N of Victoria Street	0.2	0.6	Urban	Transfer Candidate
36	Anderson/Hopkins Street	Rossland Road	Consumers Drive	3.7	13.7	Urban	No transfer
26	Thickson Road	Victoria Street	Wentworth St Whitby/	0.9	3.3	Urban	No transfer
60	Wentworth Street	Thickson Road	Oshawa Boundary	1.3	6	Urban	No transfer
25	Champlain Avenue	Future Champlain Ave.	Whitby/Oshawa Boundary	1.3	3.1	Urban	No transfer
58	Manning Road	Brock Street	Garrard Road	3.5	16	Urban	No transfer, reconsider in the future
Local to Regional	Rossland Road	Ajax/Whitby Boundary	Cochrane Street	2.9	8.9	Urban	Transfer Candidate
Local to Regional	Dundas Street (West)	Fothergill Court	Cochrane Street	5.8	23.2	Urban	Transfer Candidate
Local to Regional	Dundas Street (Middle)	Cochrane Street	Garden Street	1.7	6.7	Urban	No transfer, reconsider in the future
Local to Regional	Dundas Street (East)	Garden Street	Whitby/Oshawa Boundary	2.9	14.4	Urban	Transfer Candidate
Local to Regional	Columbus Road	Whitby/Pickering Boundary	Whitby/Oshawa Boundary	7.4	14.7	Urban	No transfer, reconsider in the future
Local to Regional	Hopkins Street (2031 road extension scenario)	Consumers Drive	North limit of Highway 401	1.8	4	Urban	No transfer, reconsider in the future

## 12.2 Region To Local Transfers

- **Victoria Street (old alignment west of Thickson Road)** – Recommended for transfer to the Town of Whitby, as it will be replaced by the new alignment of Victoria Street.
- **Cochrane Street (Regional Road 43 from Dundas Street to Rossland Road)** – Recommended for transfer to the Town of Whitby, reflecting its local function and character.
- **Henry Street (Regional Road 45 from Victoria Street to Burns Street)** – Recommended for transfer to the Town of Whitby. This short section of Regional road has a local function and character.
- **Henry Street (Regional Road 45 from Burns Street to Dundas Street)** – Recommended for transfer to the Town of Whitby. This short section of Regional road has a local function and character.
- **Brock Street (Regional Road 46 from Water Street to Victoria Street)** – Recommended for transfer to the Town of Whitby. This short section of Brock Street has a local function in the Port of Whitby area.
- **Brock Street (Regional Road 46 from Victoria Street to South Limit of Highway 401)** – This is an extremely short segment of road and thus should be considered for transfer to the Town of Whitby for practical reasons if the transfer of the southern portion of Brock Street is implemented.
- **Former Lake Ridge Road (north and south segments; Almond Avenue to Cresser Avenue; north of Victoria Street)** – Recommended for transfer to the Town of Whitby, as they have local function and character.
- **Manning Road (Regional Road 58 from Brock Street to Garrard Road)** – This segment is not recommended for transfer to the Town of Whitby, but it should be re-examined in a future road rationalization study.

No other roads are recommended for transfer from the Region to the Town of Whitby.

## 12.3 Local To Region Transfers

- **Rossland Road (from Ajax/Whitby boundary to Cochrane Street)** – Recommended for transfer from the Town of Whitby to the Region. Rossland Road is an important east-west arterial serving southern Durham Region.
- **Dundas Street** – The Town of Whitby has advanced planning and urban design goals for Dundas Street through downtown Whitby, and has expressed its desire to manage the planning and design efforts for Dundas Street. From the Region's perspective, Dundas Street is an important part of the Long-Term Transit Strategy, as it is planned to support high order transit service. For the purpose of this analysis and based on consultation with the Town, Dundas Street was divided into three segments:



- (a) **Dundas Street (from Fothergill Court to Cochrane Street)** – Recommended for transfer from the Town of Whitby to the Region, reflecting its importance as an east-west arterial and high order transit corridor.
- (b) **Dundas Street (from Cochrane Street to Garden Street)** – Not recommended for transfer at this time, as the segment traverses Town's downtown core. The transfer opportunity should be re-examined in a future road rationalization review.
- (c) **Dundas Street (from Garden Street to Whitby/Oshawa boundary)** Recommended for transfer from the Town of Whitby to the Region, reflecting its importance as an east-west arterial and high order transit corridor.

### 13. Current Status and Next Steps

- 13.1 As noted earlier in this report, there were two rounds of meetings and ongoing communications with the LAMs to facilitate the sharing of information, including:
  - refinement of the criteria;
  - preliminary evaluation results;
  - structure condition data;
  - confirmation of road condition data; and
  - annual maintenance costs and capital needs.
- 13.2 Technical evaluations of road segments identified through discussions with the LAMs using the criteria described earlier in this report have resulted in the list of roads for potential transfer.
- 13.3 Several LAMs have expressed an interest in pursuing transfer opportunities for specific road segments consistent with the candidates list developed through this process. However, the possible transfer opportunities in each municipality have unique considerations and will require further discussion to determine all of the specifics related to the possible transfer opportunities.
- 13.4 It is recognized that the timing of potential transfers could be influenced by resourcing implications. The allocation of staff, equipment and funding are all considerations that may impact the timing of a transfer. A phased in approach that allows for funding and resources to be allocated may be appropriate in specific situations. In other situations transfers in the near future may be appropriate.
- 13.5 It is anticipated that each LAM will review and respond with comments, specific to the preliminary recommendations for each of the road segments identified in the report to allow for focus on early transfer opportunities for transfers.
- 13.6 Upon receipt of comments regarding the road transfer candidates from the LAMs, staff will report back on progress made for potential near term transfers and next steps for a phased approach on future transfers.

- 13.7 As a longer term principle, the list of potential road transfers will be reviewed on a regular basis (i.e. every five years) recognizing that there will be changing conditions and circumstances such as future planning applications.

**14. Conclusion**

- 14.1 To date, open dialogue with the LAMs has resulted in the sharing of detailed information requesting potential road transfers, collaboration on evaluation criteria that respects the various and unique characteristics of some road segments and a mutual understanding of concerns in specific situations. The process to date has provided the basis for continued dialogue on specific near term transfers as well as the development of a plan for phasing in the longer term transfers.

Respectfully submitted,

**Original signed by**

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S. Siopis, P.Eng.  
Commissioner of Works

**Original signed by**

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G.H. Cubitt, MSW  
Chief Administrative Officer

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



# The Regional Municipality of Durham Information Report

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From: Commissioner of Works and Commissioner of Corporate Services  
Report: #2018-INFO-32  
Date: March 2, 2018

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**Subject:**

Automated Speed Enforcement

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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 information with respect to the potential use of Automated Speed Enforcement (ASE) technology in School Zones and Community Safety Zones on Regional Roads as permitted by the Safer School Zones Act that amended the Highway Traffic Act in May of 2017.
- 1.2 This report also advises of ongoing staff participation in a joint municipal working group tasked with the implementation of ASE Systems in the Province of Ontario (Province).

**2. Background**

- 2.1 On May 30, 2017, the Legislative Assembly of Ontario passed Bill 65, Safer School Zones Act which amended the Highway Traffic Act (HTA) to authorize the use of ASE technology in school zones and community safety zones on roadways with posted speed limits less than 80 kilometres per hour.
- 2.2 Works Department and Court Services staff have been participating in an inter-municipal working group that was initiated by the Ontario Traffic Council (OTC) in an effort to establish common operating principles for ASE across the Province.

- 2.3 The Highway Traffic Act (HTA) amendments that enable ASE deployments would permit any road authority (Provincial, Regional or Local) to implement ASE on roadways within their jurisdiction that meet the legislated criteria. The OTC has included staff from the Region, Town of Whitby and City of Oshawa in their ASE working group. The Region has been sharing ASE information with their staff counterparts in each local municipality within the Region.
- 2.4 Similar to Red Light Camera Operations, it is expected that decisions on the operation of ASE will likely be prescribed by the Province through Regulation in order to ensure consistency across the Province.

### **3. Schedule for Implementation**

- 3.1 On May 30, 2017, the Legislative Assembly of Ontario amended the HTA to authorize the use of ASE technology. In order to enable this legislation, Regulations must still be enacted by the Province. These Regulations are expected in the spring or summer of 2018.
- 3.2 The inter-municipal working group is currently drafting a joint Request for Proposal (RFP) document for the procurement of ASE equipment and operations. The City of Toronto will issue the RFP on behalf of all participating municipalities in 2018 after the Provincial Regulations are finalized.
- 3.3 The RFP evaluation process and contract award by all participating municipalities is expected to occur in early 2019 at the earliest.
- 3.4 It is anticipated that contract start-up, site design and installation could take up to one year to complete, with the first ASE site commissioned towards the end of 2019.

### **4. Expected Safety Benefits**

- 4.1 Speed is a factor in almost all collisions. It increases the likelihood of a collision occurring and also has a direct impact on the severity of the collision. Any measure to reducing operating speeds will therefore reduce the number of collisions, injuries and fatalities on our transportation system.

- 4.2 ASE is generally identified as a highly effective tool to reduce operating speeds. For example, a 2017 New York City report indicated that speeding in school zones during school hours was reduced by 63 per cent following the introduction of a fixed position automated speed enforcement camera. In Canada, ASE programs exist in the Provinces of Quebec, Manitoba, Alberta and British Columbia.
- 4.3 The legislation passed by the Province focuses on school zones and community safety zones as the only eligible areas for ASE implementation. At this point in time, there are three (3) designated school zones and sixteen (16) designated community safety zones on Durham Regional roads.

## **5. Issues under Consideration**

- 5.1 Key issues under consideration in the inter-municipal working group include: i) expected impacts on court services; ii) fixed location vs. mobile enforcement; iii) initial warning period; iv) enforcement thresholds; and v) common designations of school zone and community safety zone.
- 5.2 A concern raised by several members of the inter-municipal working group is the impact that ASE will have on the existing court system. Speeding infractions are handled by municipal Provincial Offences Act (POA) courts pursuant to a Memorandum of Understanding with the Province. There is concern that ASEs may overwhelm the court system in some municipalities and that the Province will not be able to supply enough judicial officers (Justice of the Peace) for the trials. As one option, the group is evaluating the use of an Administrative Monetary Penalties system for ASEs, similar to the means currently used for parking enforcement by some of the area municipalities.
- 5.3 ASE can either be fixed position (permanent sites that may operate during particular times of day, days of week or 24/7) or mobile units (in vehicle, tripod or trailer mounted equipment). The ASE working group is drafting the RFP document to allow for a combination of fixed and mobile units.
- 5.4 In most jurisdictions where ASE has been deployed, an initial one to three month warning period is provided where infraction notices are issued but no fines are levied. It is anticipated that ASE in Ontario will include a similar warning period.

- 5.5 There is no consistency across jurisdictions using ASE technology with respect to the threshold speed at which the technology is set. In some instances there is zero tolerance. In others, the threshold speed is set at a certain level above posted speed, in which case the threshold is generally well known amongst regular commuters. It is expected that a consistent threshold speed (either a fixed value or on a percentage basis) will be used when ASE is deployed in Ontario.
- 5.6 The legislation allows ASE in school zones and community safety zones. The Community Safety Zone (CSZ) section of the HTA gives officers the opportunity to issue a doubling of any HTA fine if the offence occurs within a CSZ. It is expected that this doubling of fines will be applied on every infraction that is captured by an automated system. Therefore, it has been suggested that all school zones in the ASE area be designated as community safety zones.

## **6. Conclusion**

- 6.1 The Province of Ontario has amended the Highway Traffic Act to enable the use of Automated Speed Enforcement Technology to improve safety in school zones and community safety zones. Regional staff will continue to be involved and informed as the legislation, regulations and process are established.
- 6.2 Implementation of Automated Speed Enforcement on Regional Roads within the Regional Municipality of Durham would remain subject to Regional Council approval. Staff will report as more information becomes available.
- 6.3 This report has been reviewed by the Finance Department and Corporate Services – Legislative Services and Legal Services Divisions.

Respectfully submitted,

### **Original signed by**

S. Siopis, P.Eng.  
Commissioner of Works

### **Original signed by**

D. Beaton  
Commissioner of Corporate  
Services

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



## The Regional Municipality of Durham Information Report

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From: Commissioner of Works  
Report: #2018-INFO-33  
Date: March 2, 2018

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### **Subject:**

Response to February 23, 2018 Letter from PACT-POW to the Honourable Chris Ballard, Minister of Environment and Climate Change

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### **Recommendation:**

Receive for information.

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### **Report:**

#### **1. Purpose**

- 1.1 The purpose of this report is to clarify information within the February 23, 2018 letter from Pickering Ajax Citizens Together Protecting Our Water (PACT-POW) to the Honourable Chris Ballard, Minister of Environment and Climate Change (Minister) (Attachment #1).

#### **2. Background**

- 2.1 On April 4, 2016, the Minister issued an Order to the Regional Municipality of Durham and the Regional Municipality of York (Regions) requesting a Phosphorus Reduction Action Plan (PRAP) Study to be undertaken as part of the Duffin Creek Water Pollution Control Plant (WPCP) Outfall Class Environmental Assessment (Outfall EA). The PRAP Study was posted on the project website on January 10, 2018 and stakeholder comments were accepted by the Ministry of Environment and Climate Change (MOECC) until February 23, 2018. On February 23, 2018 PACT-POW submitted a letter in response to the PRAP Study and related issues to the Minister.

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### 3. PACT-POW Letter to the Minister of Environment and Climate Change

3.1 The PACT-POW letter makes the following claims with regard to the PRAP Study and the Duffin Creek WPCP:

- The Duffin Creek WPCP is the cause of nuisance algae in the Ajax nearshore;
- The PRAP Study does not address the algae problems plaguing the Ajax shoreline;
- The Duffin Creek WPCP accounts for 98 per cent of the phosphorus being discharged to Ajax's shoreline;
- The PRAP Study did not address how phosphorus concentrations and loads can be reduced to the lowest achievable level; and,
- The 25-year net present value cost for ballasted flocculation is overestimated.

3.2 The following sections of this report provide clarifications and additional information regarding both the PRAP and other current studies.

### 4. Clarification and Additional Information

4.1 The Duffin Creek WPCP Is Not the Cause of Nuisance *Cladophora* Algae in the Ajax Nearshore

- The most-recent peer-reviewed study from the MOECC confirms that nuisance *Cladophora* is a whole-lake problem, even in areas with very small wastewater treatment plants. Ongoing research from Environment and Climate Change Canada is demonstrating that nuisance *Cladophora* exists even in areas with no wastewater treatment plants. Past research by Ontario Power Generation and the University of Waterloo states clearly that even if the Duffin Creek Plant were removed, nuisance *Cladophora* algae would still be a problem on the Ajax shoreline.

4.2 The PRAP Study Did Not Include a Review of *Cladophora* Algae in the Ajax Nearshore

- PACT-POW'S claim that the PRAP Study did not include a review of *Cladophora* algae in the Ajax nearshore is correct. Such a review was not required by the Minister's request for information. The Minister's Order requested information on wastewater treatment, with the exception that the seasonal growth window for *Cladophora* must be reported on so seasonal treatment could be investigated. Information on the seasonal growth window for *Cladophora* was included and can be found in section "4.2 *Cladophora* Growth Window" of the PRAP Report.



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4.3 The Duffin Creek WPCP Does Not Account For 98 per cent of the Phosphorus in the Ajax Nearshore

- The claim that the Duffin Creek WPCP accounts for 98 per cent of the soluble reactive phosphorus in the nearshore is false. This percentage was arrived at by looking at only the Duffin Creek WPCP and the local tributaries discharging to the Ajax nearshore. This analysis completely ignores the ambient soluble reactive phosphorus concentration of Lake Ontario and the soluble reactive phosphorus contributed to the nearshore by dreissenid mussels. Dr. Robert Hecky, editor of the Journal of Great Lakes Science, notes that the contribution by dreissenid mussels alone is approximately twice that of the Duffin Creek WPCP.

4.4 The PRAP Study Did Address How Phosphorus Concentrations and Loads Can Be Reduced to the Lowest Achievable Level

- The PRAP Study does document how phosphorus concentrations and loads can be reduced to the lowest achievable level. Section “7.6.1 Phosphorus Removal Effectiveness” of the PRAP Study documents the treatment effectiveness of each tertiary technology. This is further discussed in Section, “9.6 Lowest Achievable Effluent Total Phosphorus” of the PRAP Study.

4.5 The 25-Year Net Present Value Cost for Ballasted Flocculation Is Not Overestimated

- The PRAP Study confirmed that tertiary treatment could be implemented at the Duffin Creek WPCP at a significant cost. During the PRAP Study the Town of Ajax and their technical experts suggested options to reduce costs. However, many of these options would result in a facility that would not conform to industry best practices and would not meet the Ministry of Environment and Climate Change’s (MOECC’s) minimum design guidelines for sewage works. The PACT-POW letter also criticizes the cost contingencies. At the conceptual design stage, it is standard engineering practice that the contingency allowance reflect the unknowns which are typical for this level of feasibility analysis.

## 5. Conclusion

- 5.1 The claims made by PACT-POW in their February 23, 2018 letter are not accurate. The MOECC has recently found that *Cladophora* is a lake-wide issue based on an intensive study of the Ajax nearshore. Based on the latest independent research, it is increasingly apparent that there is no justification for implementing tertiary treatment at the Duffin Creek WPCP when optimization efforts can achieve appropriate limits with a much lower carbon footprint.

- 5.2 The PRAP Study was completed by the Region's in cooperation with Town of Ajax staff and technical experts. The study provided detailed technical information as specifically required by the Order issued by the MOECC.
- 5.3 A supplemental letter of response was submitted to the MOECC during the review period for the PRAP by the Regions (Attachment #2).
- 5.4 The project team will be forwarding the information included in this report to the Ministry of the Environment and Climate Change in order to ensure there is clarity around the work done to comply with the Order issued by the MOECC within the Outfall Environmental Assessment and Phosphorus Reduction Action Plan.

**6. Attachment**

Attachment #1: Correspondence dated February 23, 2018 from Pickering Ajax Citizens Together Protecting Our Water (PACT-POW) to the Honourable Chris Ballard, Minister of Environment and Climate Change

Attachment #2: Correspondence from the Regions of Durham and York dated February 22, 2018 to Kathleen O'Neill, Director, Environmental Assessment and Permissions Branch, Ministry of the Environment and Climate Change

Respectfully submitted,

**Original signed by**

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S. Siopis, P.Eng.  
Commissioner of Works

February 23, 2018

The Honourable Chris Ballard, Minister of the Environment and Climate Change  
Ministry of the Environment and Climate Change  
11th Floor, Ferguson Block  
77 Wellesley Street West  
Toronto, Ontario M7A 2T5  
[minister.moecc@ontario.ca](mailto:minister.moecc@ontario.ca)

Dear Minister Ballard,

**RE: PACT POW's Response re Part II Request, the Minister's Order and the PRAP**

We are writing to you as the Pickering Ajax Citizens Together Protecting Our Water (PACT POW) to formally request that you require the Duffin Creek Water Pollution Control Plant (WPCP) to implement seasonal tertiary treatment in order to significantly reduce the phosphorous load of its effluent. This request follows from our February 2014 request for a Part II Order under s. 16 of the *Environmental Assessment Act*, RSO 1990, c E18, your subsequent Order in April 2016 (the Order), and the resulting Phosphorous Reduction Action Plan (PRAP) Study completed in January 2018 by the Regional Municipalities of Durham and York (Regions). In the proposal put forward in the PRAP Study, the Regions have failed to comply with the Order.

The proposal does not address the current algae problems plaguing the Ajax shoreline. The overgrowth of algae is preventing citizens from enjoying their lakeshore, causing families to avoid its waters, preventing cyclists and pedestrians from using its trails, and barring nearby residents from using their backyards or even opening their windows in the summer months due to the stench from rotting algae. This is the situation at current levels of phosphorous load from the WPCP, which has been demonstrated to account for 98% of the phosphorous being discharged into Ajax's nearshore. The PRAP Study demonstrates that tertiary treatment has the capacity to reduce effluent phosphorous load to the levels required to remedy the algae problem nearshore. However, the Regions have deemed tertiary treatment "not necessary" to the solution. Instead, the Regions have recommended little more than the status quo. With the Duffin Creek WPCP forecasted to double its flow in the near future, the Regions' recommended approach of secondary treatment optimization and diffusers will only serve to increase the phosphorous load by over 2.5 times the current levels and aggravate the already nuisance-levels of algae growth. Optimization and diffusers are a short term fix to meet the 20:1 dilution rates in the ECA. The algae bloom will spread into Pickering to the west and beyond Whitby to the east. This fails to meet the Order requirement to prepare a study that determines "how phosphorous concentrations and loads in the effluent from the WPCP can be reduced to the lowest achievable level prior to entering the outfall...".

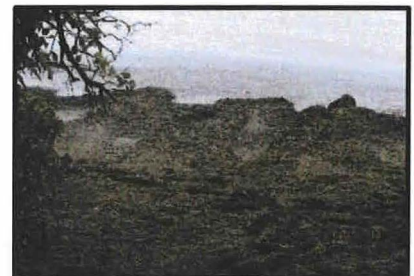
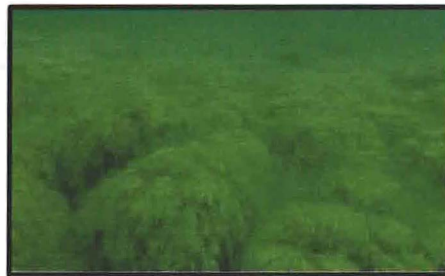


Figure 1: Photos of nuisance algae growth along Ajax's shoreline.

We know what the solution is, we know how to implement it, and there should be no reason not to require the Regions to implement it now. The Great Lakes Quality Agreement (GLWQA) of 1978 and Provincial Water Quality Objectives set in 1979 did a great job of cleaning up offshore pollution in our lakes. Now the focus has shifted to fully rehabilitating our nearshores. The new 2012 Great Lakes Water Quality Protocol (GLWQP) amending the GLWQA mandates new phosphorous reduction targets for nearshore waters with the goal of avoiding nuisance levels of algae growth. We are already taking this approach here in Ontario, with Lake Simcoe as an example. We now have to follow suit with respect to the nearshore surrounding the WPCP. In requiring the Regions to comply with the Order, we ask you to lead by example and protect Lake Ontario nearshore as we have protected Lake Simcoe.

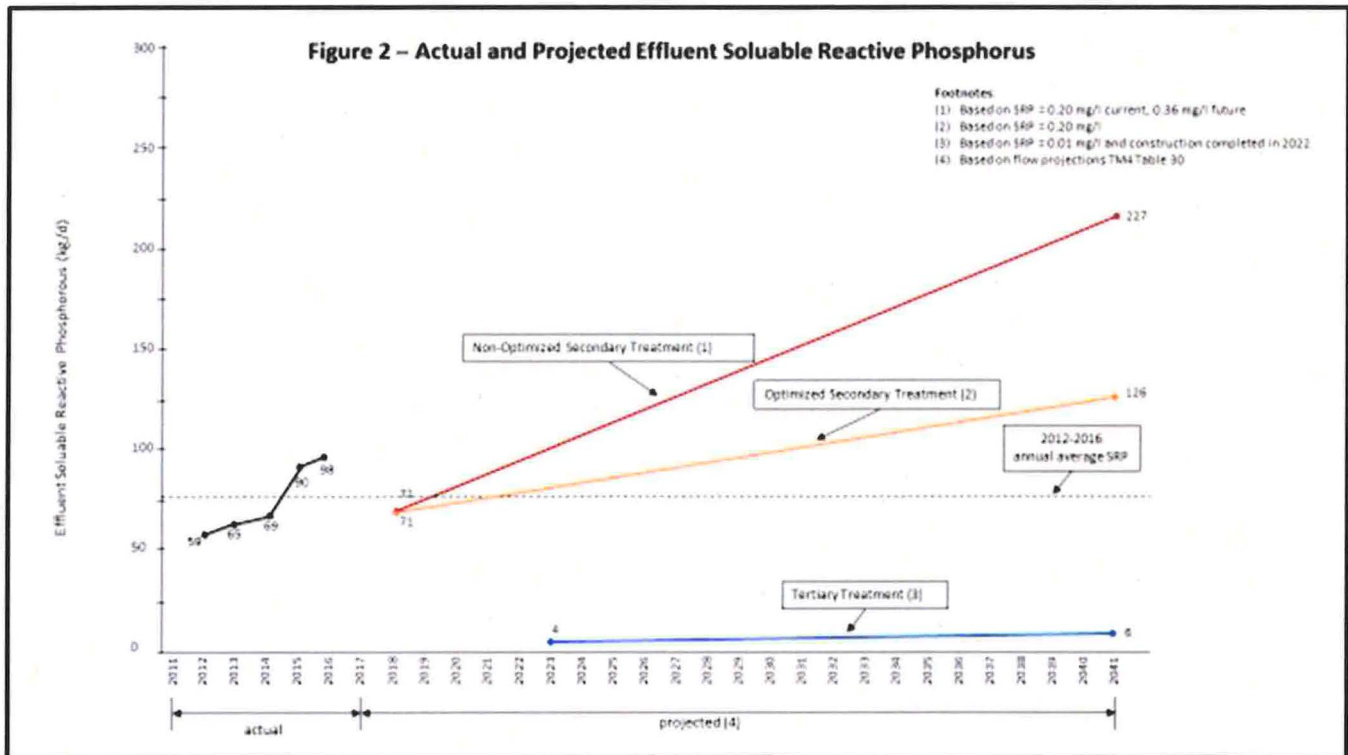


Figure 2: Graph showing the success of tertiary treatment (blue line) in reducing phosphorous levels compared to optimized secondary treatment (yellow line).

Furthermore, reclaiming and restoring our waterfront will likely cost less than \$200 Million between now and 2041. Over a 25-year lifecycle, the Regions have found that ballasted flocculation as a tertiary treatment will cost \$218 Million, using a decentralized construction. However, a centralized design would be just as functional and more cost-effective. The Town of Ajax's wastewater expert, Alan Saikkonen, confirms that the Region's cost estimate of \$206 Million for a centralized design is correct, already making it \$12 Million less. In addition, this number is likely over-estimated as the Regions calculated the cost based on a peak-load scenario of 1070 Million L/Day flowing through the WPCP. The average is only 630 Million L/Day, which is the number the Regions used to cost tertiary treatment options in their own Environmental Study Report, resulting in a lower cost estimate. There is no justification for using the higher flow estimate to calculate costs. A tertiary treatment capturing only average flow loads would have a vastly greater impact than proceeding under the current secondary treatment model under which zero litres of water undergo tertiary treatment. Finally, the Regions have added a 30% contingency to the cost estimate without justification. This is out of line with typical contingency rates and artificially inflates their cost estimates for tertiary treatment.

The Regions' own report demonstrates that Actiflo has "the potential to provide the lowest achievable [total phosphorous] and [soluble reactive phosphorous]" and that it is one of "the most cost-effective options when considering...lifecycle costs" (PRAP, s. 7.7). Durham and York already have the funds available to fund this option. Financial constraints should not be a reason for them to avoid taking this critical action, particularly as the identification of a method to *reduce* phosphorous in the effluent over the short, medium and long term was precisely what was mandated under the Order. The "polluter pays" system in place in Ontario additionally puts the onus on the Regions to rectify the destructive environmental situation that their own operations have caused.

We look to the Ministry to protect our waters for swimming, drinking, recreational pursuits, quality of life, and the health of all residents. The Towns of Ajax and Pickering have made their shorelines on Lake Ontario a public park for the enjoyment of all locals and visitors. The growth and smell of algae along the shoreline reduces the use and enjoyment of the beautiful lakeside park and nearby residences. The management of effluent by the Regions at the Duffin Creek WPCP should not be permitted to override the benefit the local municipalities seek to provide and into which millions of dollars of taxpayers' money has been invested over many years. We need your help to require the Regions to implement tertiary treatment in order to protect our waters.

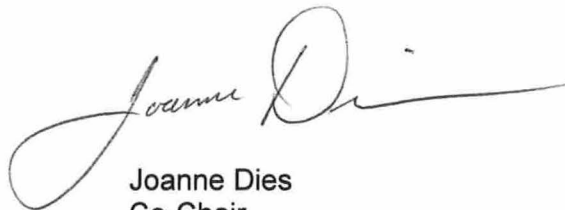
Action is required now and a pro-active approach must be taken to remedy the situation. Over the years that the capacity upgrade to the WPCP has been under consideration, the phosphorous and algae problems have worsened. The status quo must not be permitted to continue. Change is required.

We ask that your decision be guided by the impact the effluent has on the natural environment around it. Currently, and under the Regions' proposed approach, that effluent has and will continue to have a significant negative impact to the water and shoreline habitat and to the resident of Ajax, Pickering and Whitby if tertiary treatment is not implemented now. This is not acceptable to residents, visitors, and the local municipalities, nor is it reflective of today's regard for environmental sustainability and the precautionary principle of environmental management. We ask that you require the Regions to implement tertiary treatment and help restore our waterfront.

Sincerely,



Paul Wealleans  
Co-Chair



Joanne Dies  
Co-Chair

Pickering Ajax Citizens Together to Protect Our Water

cc: Ms. Kathleen O'Neil, Director, Environmental Assessment and Permissions Branch, MOECC  
Dr. Diane Saxe, Environmental Commissioner of Ontario  
Mr. Roger Anderson, Regional Chair and CEO, The Regional Municipality of Durham  
Mr. Barry Laverick, P.Eng., The Regional Municipality of Durham  
Mr. Wayne Emmerson, Chairman and CEO, The Regional Municipality of York  
Mr. Wayne Green, P. Eng., The Regional Municipality of York  
Mr. Joe Dickson, MPP, Ajax-Pickering  
His Worship Steve Parish, Mayor of the Town of Ajax  
Members of Ajax Town Council

His Worship, David Ryan, Mayor of the City of Pickering  
Members of Pickering City Council  
Mr. Don Huff, Ecostrategy  
Ms. Rebecca Harrison, Swim Drink Fish  
Mr. Shane Schofield, Swim Drink Fish  
Ms. Kristina Jackson, Sierra Club  
Ms. Nancy Goucher, Fresh Water Future  
Mr. Paul White, President, Fairport Beach Ratepayers Association  
Mr. Andre Pilon, President, Pickering West Shore Community Association



February 22, 2018

Kathleen O'Neill, Director  
Environmental Assessment and Permissions Branch  
Ministry of the Environment and Climate Change  
135 St Clair Ave W, 1st Floor  
Toronto, ON M4V 1P5

Dear Ms. O'Neill:

**Re: Duffin Creek Plant Outfall Environmental Assessment  
Phosphorus Reduction Action Plan Study**

Please accept this comment letter from The Regional Municipality of Durham and The Regional Municipality of York (Regions) on the Duffin Creek Plant Phosphorus Reduction Action Plan Study (PRAP Study). The PRAP Study has confirmed the findings of the Duffin Creek Plant Outfall Environmental Assessment that plant optimization is the recommended strategy for managing phosphorus discharges as flows increase to the 630 MLD design flow. Furthermore, the duration of the PRAP Study has allowed critical *Cladophora* research specific to the Ajax nearshore to be published and Ontario regulatory policy on algae control in Lake Erie to be confirmed. The latest research and proposed regulations indicate that tertiary treatment will not reduce algae blooms in Lake Erie or Lake Ontario. In addition, this year is the 2018 Bi-National Cooperative Science and Monitoring Initiative for Lake Ontario, which will result in additional information on algae and phosphorus inputs to the Lake.

The Town of Ajax and Dr. Martin Auer have come to a different conclusion regarding Great Lakes algae control; however, that opinion is not shared by a growing number of researchers in the international scientific community nor is it reflected in the latest government policy proposed for Lake Erie. It is clear that implementing tertiary treatment at the Duffin Creek Plant will not eliminate algae along Ajax's shoreline.

**Outfall Environmental Assessment tertiary treatment findings confirmed by  
Phosphorus Reduction Action Plan Study**

The PRAP Study confirmed the Outfall Environmental Assessment finding that tertiary treatment could be implemented at the Duffin Creek Plant at a significant cost. During the PRAP Study the Town of Ajax and their technical experts suggested a few options to reduce costs. Unfortunately, many of these options would result in a facility that

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Duffin Creek Plant Outfall Environmental Assessment Phosphorus Reduction Action Plan Study

would fail to comply with industry best practices and the Ministry of the Environment and Climate Change's (Ministry) minimum design guidelines for sewage works.

### **Ministry *Cladophora* research in Ajax**

Recently the Ministry published a study that presented algae data from Ajax and other sites in Lake Ontario with significantly smaller wastewater treatment plants than found in Ajax. The Ministry study confirms that excessive levels of *Cladophora* occur in areas with significantly smaller wastewater treatment plants to the same or to an even greater extent than it occurs along Ajax's shoreline. Furthermore, the Ministry findings demonstrate that excessive *Cladophora* growth is a lake-wide phenomenon. The Regions respectfully submit that the Ministry now has sufficient evidence to render a decision, which is defensible both environmentally and otherwise, regarding the Duffin Creek Plant given the Ministry's extensive research on this issue.

### **Environment and Climate Change Canada ongoing *Cladophora* research in Ajax**

Environment and Climate Change Canada (ECCC) has also been carrying out *Cladophora* research at numerous Lake Ontario sites including the Ajax nearshore. Preliminary findings show that rural areas with minor or no phosphorus inputs from wastewater treatment plants have levels of *Cladophora* algae comparable to that found in Ajax. Other ECCC research involves tracing phosphorus from the Duffin Creek Plant in *Cladophora* tissue samples. Preliminary findings indicate that the Duffin Creek Plant is having negligible influence on the Ajax *Cladophora* problem. The Regions anticipate that this research will be published or presented soon.

### **International findings and provincial policy to combat Lake Erie algae**

In 2012, the International Joint Commission (IJC) established the Lake Erie Ecosystem Priority (LEEP) in response to an unprecedented algal bloom and cyanobacteria incident that was so severe Toledo, Ohio had to temporarily shut down its water treatment plant. The LEEP looked at reducing phosphorus loadings and harmful algal blooms in Lake Erie and was comprised of top water scientists from both Canada and the United States. Based on the LEEP report, the Canada-Ontario Draft Action Plan was developed and recommended a total phosphorus effluent discharge limit of 0.5 mg/L for Lake Erie wastewater treatment plants. Although Lake Ontario has a much less severe problem, there is consideration of implementing a similar effluent limit for Lake Ontario wastewater treatment plants. As discussed in our final PRAP Study report, optimization at the Duffin Creek Plant can achieve this limit with a much lower carbon footprint. The Regions look forward to co-operating with all Lake Ontario wastewater treatment plants on any joint actions or recommendations and we are confident in our



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Duffin Creek Plant Outfall Environmental Assessment Phosphorus Reduction Action Plan Study

ability to meet any fair, consistent and evidence-based guidelines required to achieve a reduction in harmful algal blooms.

### **2018 Bi-National Collaborative Science and Monitoring Initiative for Lake Ontario**

This year top water scientists from Canada and the United States are converging on Lake Ontario for the 2018 Bi-National Cooperative Science and Monitoring Initiative (CSMI). Work will include algae and phosphorus research, which may be used to implement a comprehensive phosphorus policy for Lake Ontario. Preliminary indications are that tertiary treatment will not be a recommendation resulting from this effort.

### **Regulatory environment in Ontario in question**

It is evident that the Town of Ajax and their advocates desire a change to the regulations governing Lake Ontario. This larger agenda is apparent in a recent journal article, by Dr. Martin Auer *Onondaga to Ontario: Management of bioavailable phosphorus in municipal wastewaters for control of Cladophora*. This article contemplates the implementation of tertiary treatment for all wastewater treatment plants across the Greater Toronto Area. This major change is not consistent with the latest provincial, federal and international policy and research. Any requirement for tertiary treatment at the Duffin Creek Plant will establish a troubling and unwarranted precedent that will impact ratepayers in the City of Toronto as well as Halton and Peel Regions and possibly other treatment plant installations across the province.

### **Summary**

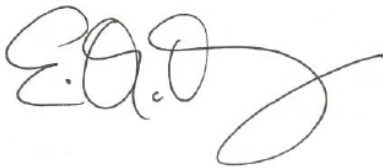
We appreciate that the Minister and the Ministry have been presented with a great deal of varying information during the Duffin Creek Plant Outfall Environmental Assessment and Phosphorus Reduction Action Plan Study. However, the Ministry itself has now found that excessive *Cladophora* is a lake-wide issue based on an intensive study of the Ajax nearshore. It is increasingly apparent that there is no justification for implementing tertiary treatment at the Duffin Creek Plant. We remain committed to implementing optimization efforts to achieve appropriate limits with a much lower carbon footprint. Requiring unnecessary tertiary treatment at Duffin Creek Plant creates a lake-wide expectation for change at a cost in the order of Billions of dollars. In Ontario today, regulatory requirements must be based on strong, sound scientific evidence weighing the environmental benefit achieved for the investment required. We expect that other municipalities with treatment plants discharging to the open waters of Lake Ontario would strongly oppose unfounded changes to the current regulatory requirements.

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Duffin Creek Plant Outfall Environmental Assessment Phosphorus Reduction Action Plan Study

We believe that the international scientific community and Great Lakes studies completed by federal and provincial scientists combined with the PRAP study, Outfall EA and Part II Order response documentation will provide the Minister with the required information to make a science-based decision on this important project. The Regions are anxious to realize the benefits of the \$850 million expansion completed in 2010 at the Duffin Creek Plant to meet the future growth targets outlined in the *Places to Grow Act*. Our plant performance demonstrates our continued commitment to environmental leadership. Thank you for your consideration of our submissions and we welcome the opportunity meet with you should this be required in your deliberation of these materials.

Sincerely,




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Erin Mahoney  
Commissioner of Environmental Services  
The Regional Municipality of York




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Susan Siopis  
Commissioner of Works  
The Regional Municipality of Durham

Copy to: Annamaria Cross, The Ministry of Environment and Climate Change  
Dolly Goyette, The Ministry of Environment and Climate Change  
Dorothy Moszynski, The Ministry of Environment and Climate Change  
Lisa Trevisan, The Ministry of Environment and Climate Change  
Barry Laverick, The Regional Municipality of Durham  
John Presta, The Regional Municipality of Durham  
Wayne Green, The Regional Municipality of York  
Mike Rabeau, The Regional Municipality of York  
Ansel Bather, CH2M Hill Jacobs  
Laurie Boyce, CH2M Hill Jacobs  
Fred Jahn, Chair, Regional Public Works Commissioners of Ontario



# The Regional Municipality of Durham Information Report

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From: Commissioner of Finance  
Report: #2017-INFO-34  
Date: March 2, 2018

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**Subject:**

2018 Federal Budget

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**Recommendation:**

Receive for information

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**Report:**

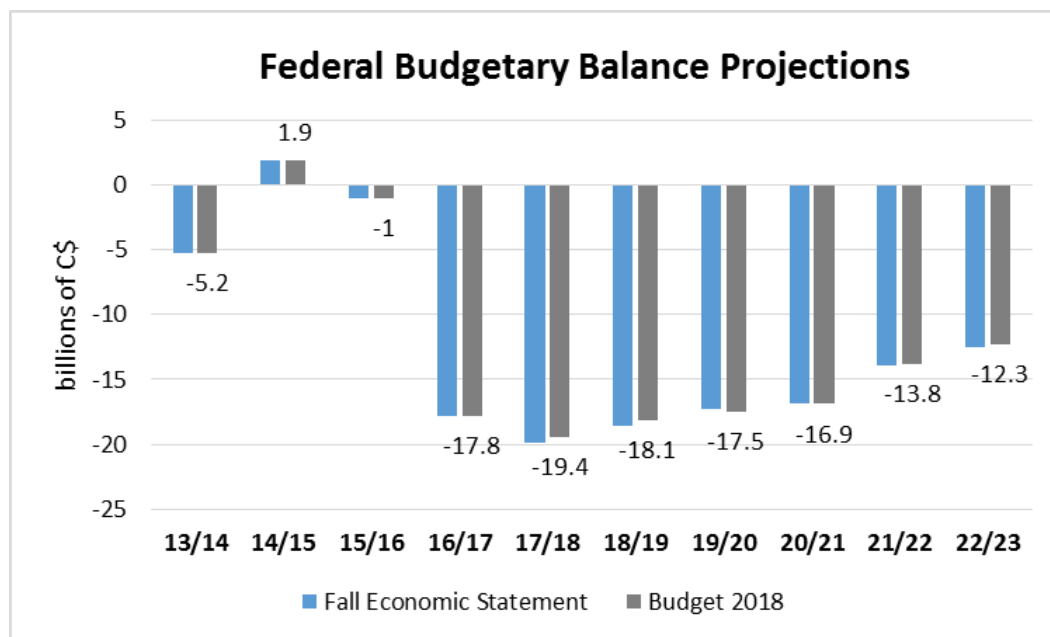
**1. Background**

- 1.1 On February 27, 2018, the Honourable William Morneau, Minister of Finance, tabled the Federal Government's 2018 Budget in the House of Commons, "Equality + Growth: A Strong Middle Class."

**2. Fiscal and Economic Highlights**

- 2.1 The projected deficit for the fiscal year ending March 31, 2018 is estimated at \$19.4 billion. The 2018 Budget projects a deficit of \$18.1 billion in 2018-19 and continued deficits through to 2022-23. Future deficits are expected to decrease gradually from \$17.5 billion in 2019-20 to \$12.3 billion in 2022-23. No timeline to balance the budget is provided in the government's fiscal blueprint.

Figure 1



Source: RBC Economics Research and the 2018 Federal Budget

- 2.2 The federal debt is expected to increase to \$669.6 billion in 2018-19 from an estimated \$651.5 billion in 2017-18. With the projected deficits to 2022-23, the federal debt is projected to increase to \$730.1 billion by 2022-23.
- 2.3 Public debt charges in 2018-19 are estimated at \$26.3 billion, representing approximately 8.4 per cent of estimated total expenses. Public debt charges are anticipated to increase to \$33.1 billion in 2022-23.
- 2.4 The federal government has based its Budget and projections on the following assumptions:
- Real GDP growth of 2.2 per cent in 2018 and 1.6 per cent for 2019;
  - An inflation rate (Consumer Price Index) of 1.8 per cent for 2018 and 1.9 per cent for 2019; and
  - A national unemployment rate of around 6.1 per cent throughout 2018 to 2022.
- 2.5 The federal debt is expected to remain at approximately the same level of gross domestic product (GDP) over the forecast period. For 2017-18, debt as a percentage of GDP is estimated to be 30.4 per cent and is expected to fall slightly to 30.1 per cent in 2018-19 and 28.4 per cent by 2022-23.

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### 3. Highlights of the 2018 Federal Budget

#### 3.1 General Overview – No New Municipal Investments

- The 2018 Budget did not announce any new funding for municipal infrastructure. Rather, it re-affirmed the previously announced municipal infrastructure funding that was included in the previous budgets.
- The 2018 Budget proposes new targeted spending on initiatives such as promoting gender equality, increasing labour force participation for women, improving Indigenous affairs, and supporting science and innovation.
- The 2018 Budget also proposes \$431.4 million over six years in new funding to repair issues related to its federal pay system, Phoenix. According to the budget, the Government has already committed more than \$460 million to implement the pay system and resolve subsequent issues, which required hiring several hundred staff. The budget document indicates that the Government will “eventually move away from Phoenix and begin development of the next generation of the federal government’s pay system, ...” According to the budget, in order to initiate this process, the government proposes to invest an additional \$16 million over two years “to work with experts, federal public sector unions and technology providers on a way forward for a new pay system.”

#### Federal Gas Tax

- The 2018 Budget confirms that the Federal Gas Tax Fund will be indexed at the rate of 2 per cent per year in \$100 million increments. Thus, the Gas Tax Fund is projected to increase from \$2.1 billion in 2017-18 to \$2.3 billion in 2022-23. Durham currently receives approximately \$19 million in annual federal gas tax.

#### Green Infrastructure

- The 2018 Federal Budget outlines the Federal Government’s continued commitment to invest the previously-announced \$21.9 billion investment in green infrastructure over 11 years (beginning in 2018/19). These include, but are not limited to:
  - \$9.2 billion to Provinces through to 2027/28 years on a per capita basis, for projects that reduce emissions, deliver clean water and wastewaters services, and manage climate change;
  - \$5 billion through to 2027/28 through the Canada Infrastructure Bank for green infrastructure projects and
  - \$2.8 billion over 11 years through various programs and initiatives.

## Transit

- The 2018 Federal Budget provides limited new information regarding the next phase of the Public Transit Infrastructure Fund (PTIF), but does signal that a greater share of the previously announced \$20.1 billion (over 11 years) will occur in the latter half of the program. Table 1 below compares the spending profile presented in the 2017 budget to that presented in the 2018 Budget. The Federal Government will need to ramp up its spending commitment in the final years of the program to reach \$20.1 billion by 2027/28.

Table 1: Re-Profile of Public Transit Bilateral Agreements

(\$ millions)

	2017- 2018	2018- 2019	2019- 2020	2020- 2021	2021- 2022	5-year Total
Budget 2017	0	950	851	977	1,150	3,926
Budget 2018	19	455	708	821	1,177	3,181
Re-profile	19	-495	-143	-156	27	-745

Source: 2017 Federal Budget; 2018 Federal Budget

## Housing

- There are no new major proposed housing initiatives in the 2018 Federal Budget.
- The Budget mentions that the Government is moving forward with implementing its comprehensive National Housing Strategy, which was announced last November, with investments of more than \$40 billion over the next 10 years. Funding under the strategy will be dedicated to the development and repair of new housing units, while reducing the number of chronically homeless shelter users. There is no new funding proposed in the 2018 Federal Budget for the strategy.

## Child Care

- There is no new funding in the 2018 Federal Budget for child care. Last year's budget dedicated \$7.5 billion over 11 years, starting in 2017–18, to support more accessible and affordable early learning and child care for approximately 40,000 subsidized licensed day care spaces over the next 10 years. In June 2017, the federal, provincial and territorial governments entered into a Multilateral Early Learning and Child Care Framework to guide new investments in early learning and child care.

## Opioid Treatment

- The 2018 Federal Budget proposes to provide \$231.4 million over five years to address the opioid crisis across Canada. Key measures include: providing one-time emergency funding (\$150 million) for provinces; launching a public education campaign; improving access to public health data and analysis; equipping border agents with detection and identification tools to intercept fentanyl and other substances at points of entry; and expanding the Substance Abuse and Addiction program.

## Broadband

- The 2018 Federal Budget proposes funding of \$100 million over five years for the Strategic Innovation Fund, with a particular focus on supporting projects that relate to next generation rural broadband.

## Carbon Pricing

- The Government is developing a federal carbon pollution pricing system that would apply in provinces and territories upon request, and in provinces and territories that do not have a pricing system in place that meets the federal standard by the end of 2018. Carbon revenues under the federal system will be returned to the province or territory of origin.
- Provinces and territories requesting that the federal system apply, in whole or in part, in their jurisdiction are to confirm by March 30, 2018. Provinces and territories establishing or maintaining their own system need to outline how they are implementing pricing on carbon pollution by September 1, 2018. Government will review each system and implement the federal system in whole or in part on January 1, 2019 in any province or territory that does not have a carbon pollution pricing system that meets the minimum standard. The Government will provide \$109 million over five years, starting in 2017–18, to the Canada Revenue Agency and Environment and Climate Change Canada to implement, administer and enforce the federal carbon pollution pricing system.

- The Government also proposes to make available \$20 million over five years, starting in 2018–19, through Environment and Climate Change Canada to fulfill the Framework’s commitment to engage external experts to assess the effectiveness of its measures and identify best practices.

#### Low Carbon Economy Leadership Fund

- The Government, through its Low Carbon Economy Leadership Fund, is investing \$1.4 billion in projects that will generate clean growth and reduce greenhouse gas emissions (building efficiency, drive innovation, assist with carbon sequestering). Provinces signatory to Pan-Canadian Framework on Clean Growth and Climate Change can apply to the Fund. The first round of funding agreements was announced in December 2017, with six provinces receiving funding for project proposals. (Ontario: \$420 million).
- Further details to be announced in the near future and will be open to all provinces and territories, municipalities, Indigenous governments and organizations, businesses, and not-for-profit organizations.

### 3.2 Tax Measures

- There are no changes to the General Corporate Federal Tax Rate, which remains at 15%. As previously announced, the Federal government is reducing the small business tax rate from 10.5% in 2017 to 10% for 2018 (effective January 1) and to 9% for 2019 (effective January 1).
- There are no changes to individual income tax rates or tax bracket changes in this budget.
- The working income tax benefit, which is a refundable tax credit supplementing low-income workers, will be enhanced and renamed the Canada Workers Benefit. The changes will take effect in 2019 where the maximum benefit will be \$1,355 for a single individual without dependents, an increase of \$170 in 2019 and \$2,335 for families.
- However, the benefit will be reduced for single individuals with income in excess of \$12,820 and families with income over \$17,025. The credit will be eliminated for individuals with income in excess of \$24,111 and families with income in excess of \$36,483.



- With a focus on gender equality, the budget announces a new “use it or lose it” Employment Insurance parental sharing benefit. This benefit will enable two-parent families that share parental leave to receive an additional five weeks of leave, in cases where the second parent agrees to take a minimum of five weeks of the maximum combined 40 weeks available using the standard parental option of 55 per cent of earning for 12 months.
- The 2018 Budget announces \$1.65 billion over three years in new financing for women entrepreneurs through the Business Development Bank of Canada and Export Development. An estimated \$105 million will be provided over five years as part of a Women’s Entrepreneurship Strategy that will address barriers facing women entrepreneurs to starting growing business.

#### **4. Conclusion**

- 4.1 Finance staff will continue to monitor the implementation of initiatives announced in the 2018 Federal Budget and ensure, in consultation with all departments, that any opportunities for additional financing are maximized for Regional programs. Any opportunities or additional developments will be reported to Committee and Council as appropriate and required.

Respectfully submitted,

Original Signed By

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R.J. Clapp, CPA, CA  
Commissioner of Finance



## The Regional Municipality of Durham Information Report

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From: Commissioner of Planning and Economic Development  
Report: #2018-INFO-35  
Date: March 2, 2018

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### **Subject:**

Additional funding for Economic Development and Tourism to undergo economic data collection with the World Council on City Data (WCCD)

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### **Recommendation:**

Receive for information

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### **Report:**

#### **1. Purpose**

1.1 The purpose of this report is to advise Regional Council of the successful application and approval of funds (\$9,655) from the Invest Canada-Community Initiatives (ICCI) program for the economic data collection project in partnership with Toronto Global.

#### **2. Background**

2.1 In November 2017, the Region of Durham and Toronto Global initiated an economic data collection project to become ISO certified with the World Council on City Data (WCCD). The WCCD provides open city data and a platform for standardized urban metrics, in accordance with ISO 37120, which is the international standard on city indicators. The data will be collected through various departments within the Region, the province, service providers and Statistics Canada to source the indicators. The economic data from this project will be available on WCCD's Open City Data Portal.

2.2 The WCCD provides internationally standardized and independently verified data that supports the development of Durham Region's foreign direct investment (FDI)

efforts by enhancing the Region's value proposition to target audiences around the globe.

- 2.3 The data will be provided to Toronto Global and aggregated with other Toronto Region municipalities to develop an FDI Attractiveness Benchmarking report to showcase how the Toronto Region compares to against other Global City-regions on key elements of consideration for investment.
- 2.4 This certification brings a greater awareness of Durham Region within the context of Toronto Global and aligns Durham with Toronto Global's FDI activities.

### **3. The Invest Canada-Community Initiatives (ICCI)**

- 3.1 The ICCI program provides support to Canadian communities seeking to improve their capacity to attract, retain and expand FDI in order to create jobs for Canadians, support innovation and increase exports.

### **4. The Region of Durham Economic Data Collection Project**

- 4.1 The project will be managed through the Economic Development and Tourism Division and will consist of identifying core and supporting indicators classified into themes according to the different sectors and services provided by the Region.
- 4.2 Consulting from WCCD will be provided to assist with the verification of collected data to meet ISO certification standards.
- 4.3 The Economic Data Collection project strives to:
  - Improve Durham Region's ability to generate high quality investment leads;
  - Strengthen regional collaboration and position Durham Region among the most competitive regions in the world for investment; and
  - Enhance the Region's ability to communicate our Regional value proposition to a targeted audience around the globe.

### **5. Financial Implications**

- 5.1 The Region of Durham's ICCI funding application for 50 per cent of total eligible costs has been conditionally approved; pending the signing of the Contribution Agreement by the Commissioner of Finance.

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<b>Sources of Funds</b>	<b>Amount</b>
ICCI Funding	\$9,655
2018 Economic Development Budget	\$9,655
<b>TOTAL</b>	<b>\$19,310</b>

5.2 The Region's total funding of \$9,655 is included in the Economic Development and Tourism's 2018 budget approved by Regional Council. The funding will be paid to WCCD for consulting services to provide assistance with the collection and certification of data

5.3 This report has been reviewed by the Commissioner of Finance.

Respectfully submitted,

Original signed by

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B.E. Bridgeman, MCIP, RPP  
Commissioner of Planning and  
Economic Development



# The Regional Municipality of Durham Information Report

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From: Commissioner of Corporate Services  
Report: #2018-INFO-36  
Date: March 2, 2018

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**Subject:**

Automating Legislative Process Elements

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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 E-Agenda project/automating legislative process elements as a follow-up to the December 1, 2017 report and to announce implementation.

**2. Background**

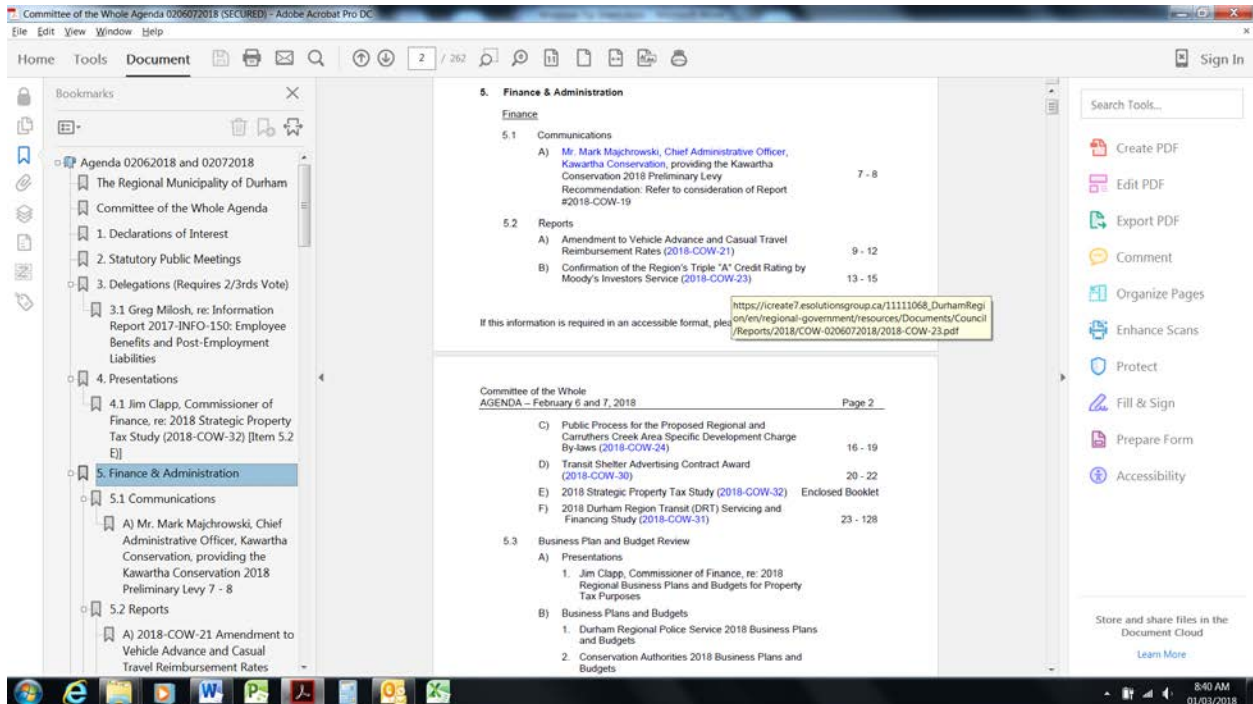
- 2.1 As noted in the December 2017 Report, the second RFP for the E-Agenda closed on September 12, 2017 and no proposals were received. Following the close of the RFP staff conducted an evaluation to consider possibilities moving forward and reviewed a range of potential options.
- 2.2 After reviewing the options, it appeared that an in-house pdf approach was the best option for a number of reasons including:
- a. Council's desire to have an electronic method for viewing agenda material.
  - b. Opportunities to leverage the new durham.ca website.
  - c. Employing the existing skillsets of internal staff in managing the Agenda process and accessibility requirements.
  - d. The cost savings that could be realized by not purchasing a separate E-Agenda software solution.
  - e. The current pilot Committee of the Whole system which centralized agenda preparation within the Corporate Services - Legislative Services division.

- f. Challenges around finding vendors who offer a solution that meets all of the Region's expectations.
  - g. A recent evaluation of the current infrastructure in Council Chambers which identified the potential for electronic voting (E-Voting) which would further enhance the automation of the Region's processes.
- 2.3 As noted in the December report, the introduction of the new durham.ca website, the new E-Agenda pdf file format, and the introduction of E-voting automation for recorded votes are part of the Corporate Services - Legislative Services strategy to transform the user legislative experience.

### **3. Discussion**

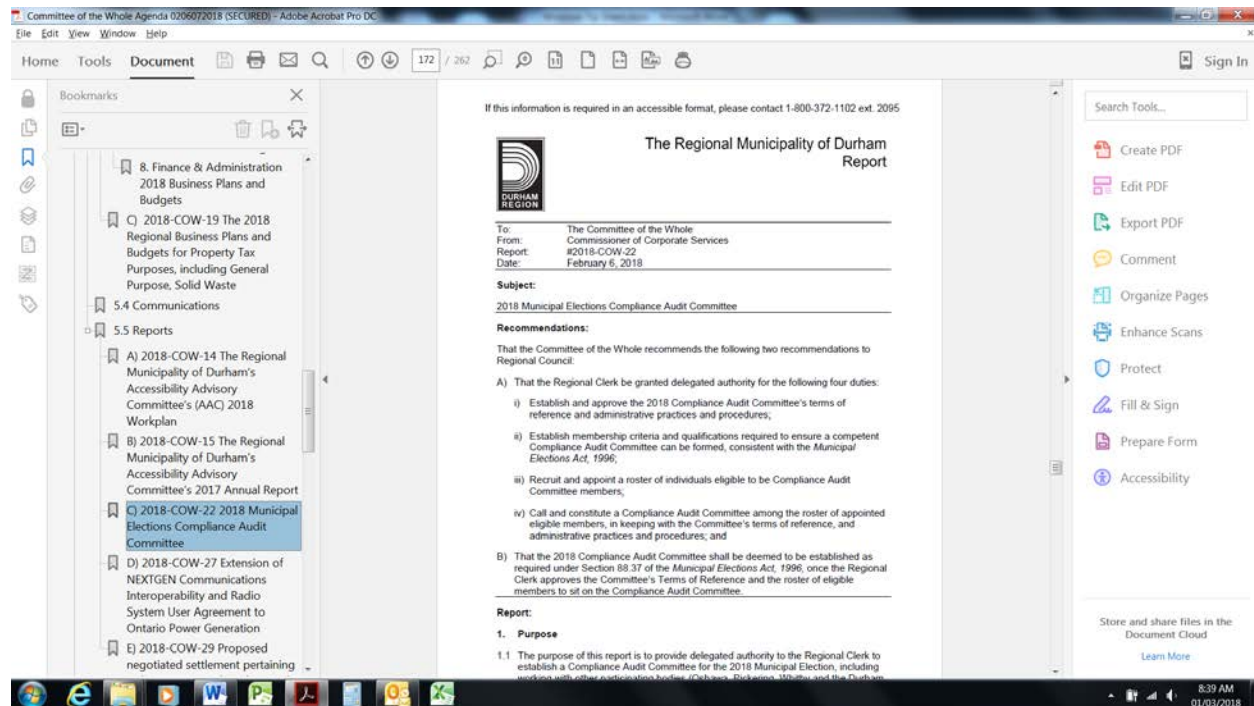
- 3.1 We are pleased to advise members of Council that full electronic Agenda packages are now available for viewing on durham.ca. These integrated pdf agenda documents have been created in-house using Adobe Acrobat.
- 3.2 The new agenda format was successfully soft-launched on durham.ca in December. Since then, staff has been involved in testing the ease of use on various devices, and connectivity in Council Chambers. The new online Agenda packages meet Council's requirements for an easy to access, fully integrated Agenda document.
- 3.3 Usage analytics show that 351 users have accessed the Committee of the Whole and Council Agendas from December through to mid-February using durham.ca. These numbers can be used as a baseline to monitor public activity/interest, and potential participation in the Council process, and will help to inform future promotional activities.
- 3.4 The new durham.ca website has been designed to simplify the user experience. Agenda packages are available through the meeting calendar and render well on various mobile devices. Staff has tested the new agenda packages on laptops, iPads, iPhones, and android devices. The packages include all items (agenda pages, correspondence, reports) available as one pdf document. There are also separate links within the agenda pages to individual Commissioner's Reports, enabling them to be opened in a new window and saved/printed/emailed separately from the rest of the agenda package if preferred.
- 3.5 In order to render the most optimal user experience of the electronic agenda file including its accessible features, it is recommended that users first download the file locally to their devices then use Adobe Acrobat Reader to view and browse the agenda.

The following image shows the Agenda pages viewed as an Adobe pdf document with links to open the individual agenda items. The links appear as blue text.



3.6 Bookmarks have been added to the document which make it easy to navigate between the Agenda cover pages and the item being considered. There is also the ability within Adobe pdf documents to highlight, or make annotations which members of Council or staff could use to record their own notes and mark-up documents.

The following image shows how the bookmarks work to take users directly to an item in the agenda package.



- 3.7 Agenda packages can be downloaded, thereby negating the need for internet access to view agenda material after the initial download.
- 3.8 As noted in the December report, consideration was given to offering mobile technology to members of Council in order to access the Agenda. Staff in Corporate Services - Legislative Services, IT and Legal Services evaluated the costs and the risks associated with the deployment of Regional devices, and at this time mobile technology options will not be offered through the Region. Consideration was also given to the limited amount of time left in the current Council term, and the fact that the majority of Council members have been provided with mobile technology through their area municipalities.
- 3.9 Further, should Regional devices be provided, the data on the devices would become the property of the Region, including annotated agenda files. These files may then be subject to disclosure should a request for information be submitted through the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA).
- 3.10 It is anticipated that members of Council will utilize the devices they have already received through their area municipalities in order to access the Agenda packages. Hard copies (paper) of Agendas will continue to be provided unless Council members request to be removed from the circulation list.



#### **4. Next Steps**

- 4.1 Members of Council, staff and the public can access the online Agenda packages immediately. Paper copies will continue to be distributed in the same manner as currently exists.
- 4.2 Should a Council member require assistance with accessing or using the features in the new Agenda document staff in Corporate Services – Legislative Services and IT are available to assist. If there are any issues encountered when attempting to use a bookmark or access a link, please advise the Regional Clerk as soon as possible via email at [clerks@durham.ca](mailto:clerks@durham.ca) or by calling 905-668-7711 extension 2054 or 2097.
- 4.3 Staff will continue to evaluate ways to improve the user experience. As part of Phase 2 considerations, mobile technology may be offered to members of Council and the option to move to a fully electronic (paperless) process will be explored for the new term of Council beginning in December 2018.
- 4.4 At this time, confidential agenda material will continue to be distributed in hard copy format.
- 4.5 We will submit options for Council approval for electronic voting (E-Voting) in the second half of 2018.

#### **5. Financial Implications**

- 5.1 As noted previously, funds were found within the 2017 budget for the E-Voting initiative. For the integrated agenda document, existing staff resources have been used so there are no additional costs involved.

#### **6. Conclusion**

- 6.1 In order to transform the user experience by automating the agenda process and providing for greater efficiencies for Council and members of the public, an in-house integrated agenda document approach has been implemented. The ability for electronic voting will also be available in the near term. Should Council decide to proceed in this direction, it is anticipated that a further report on E-voting will be forthcoming.
- 6.2 Any questions regarding this report may be directed to Ralph Walton, Regional Clerk/Director of Legislative Services, 905-668-7711 extension 2100.

Respectfully submitted,

Original signed by:

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D. Beaton  
Commissioner of Corporate Services



# The Regional Municipality of Durham Information Report

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From: Commissioner of Planning and Economic Development  
Report: #2018-INFO-37  
Date: March 2, 2018

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**Subject:**

Film Durham 2017 Activity Overview

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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 overview of the activities undertaken by the Durham Region Film Office, also known as “Film Durham”, in 2017.

**2. Background**

2.1 Durham Region plays an important role in all aspects of Ontario’s film, television and digital media industry.

2.2 From 2012 to 2016, the film production activity in Durham Region increased by 66 per cent. During this period it is estimated that Durham saw approximately \$103 million in production activity, generated from 297 projects.

2.3 The main goal of Film Durham is to attract film-related investment to the Region. The key objectives are to: i) generate film and media activity; ii) encourage business growth and educational opportunities in the film, television and digital media industry; and iii) to create jobs.

2.4 Film Durham partners with the local municipal Film Liaisons to generate an awareness of the benefits and opportunities for the film industry in Durham Region

by promoting a one-stop shop/no wrong door policy. A co-ordinated approach among the Region and its eight area municipalities makes for a seamless experience with an effective mechanism in place for handling inquiries from production companies.

### **3. 2017 Film Durham Initiatives**

- 3.1 In early 2017, a promotional video was created by the Economic Development and Tourism Division in collaboration with Central Counties Tourism, which showcases the filmmaking industry in Durham, and the excellent film locations that this Region has to offer. At a recent Economic Developers Council of Ontario (EDCO) conference, this promotional video received a 2017 Award of Excellence.
- 3.2 The recently launched online Digital Location Portal features a locations tour, as well as information about film and television productions created across the Region. This GIS-based online digital portal was produced by the Economic Development and Tourism Division in collaboration with Corporate Services-Information Technology. Information on the Digital Location Portal was provided in Information Report 2017-INFO-133, November 21, 2017.
- 3.3 New enhanced content was written for the Film Durham section of the corporate website to include a film industry overview, planning and guidelines for filming, and general information about the film industry for local residents and business owners.
- 3.4 On April 19, 2017 Film Durham partnered with the Township of Brock as Beaverton was a host site for “National Canadian Film Day 150”, an event to celebrate Durham’s rich film heritage. With over 1,700 events being held from coast-to-coast, Film Day 150, which commemorated Canada’s culture, has been recognized as the world’s largest one-day film festival. The program included workshops, film screenings presented by Reel Canada, and an awards ceremony to honour Durham residents’ important contributions to the film industry.
- 3.5 Also in April, Film Durham staff provided a region-wide familiarization tour for the Executive Director of the International Indian Film Festival Toronto (IIFFT). As a direct result of this tour, the IIFFT brought to Durham a film by an Oscar-nominated director for a screening, with a question and answer session. This event was held at the Ontario Shores Centre for Mental Health Sciences on November 17, 2017.
- 3.6 In June, Council eliminated the film permit fee along Regional roads. The elimination of this fee provides an additional incentive for film production activity in Durham.

- 3.7 In June and November, articles were submitted to “In the Loop,” an online monthly bulletin produced by the Ontario Media Development Corporation, showcasing the Tribute Communities Centre as a potential filming site and jurisdictional news about the film permits and hotels film crew rates. This newsletter offers location professionals timely information regarding the changing landscape of film and television locations across Ontario.
- 3.8 The Durham Region International Film Festival (DRIFF), launched in 2015 by the Economic Development and Tourism Division, is now run by a not-for-profit entity, the Durham Region International Film Festival Corporation. Economic Development and Tourism staff assist the Board of Directors in an advisory capacity. In 2017, the festival offered gala events, screenings, award ceremonies, experiential activities and movie set demonstrations. DRIFF hosted a large number of filmmakers locally and internationally, connecting them with audiences through post-screening question and answer periods, workshops, and networking events. In 2018, DRIFF will be held from October 17 to 20.
- 3.9 Film Durham staff possess considerable knowledge and expertise in all aspects of the film industry. In 2017, Film Durham staff member Eileen Kennedy was invited to be a guest presenter for the Advanced Filmmaking course at Durham College. In October, Ms. Kennedy served as a judge at the 48-Hour Film Challenge for the College’s Media Art and Design program.
- 3.10 On November 2, 2017, a one-day bus tour took domestic and international fans of the television series, “Hannibal”, to locations in Durham where scenes from the show were filmed. This “film tourism” event took place in conjunction with the inaugural five-day North American Hannibal Convention (Fannibal Fest) held in Toronto.
- 3.11 Film Durham is working with local hoteliers to obtain discounted rates for film crews that are filming on location in Durham Region. To date, the Holiday Inn Express in Oshawa, and the Hilton Garden Inn & Homewood Suites in Ajax, offer a preferred industry rate for rooms. Other hotels have expressed interest in joining this program.
- 3.12 Assisting Film Durham, the “Durham Region Film, Television and Digital Media Advisory Committee” is composed of key representatives and sector champions from educational institutions, local and provincial government, local hospitality stakeholders, labour, and production. This group meets quarterly to offer strategic advice on growing the film sector in Durham Region.

#### **4. Conclusion**

- 4.1 Based on the successes in 2017, momentum continues to build for film production and related activities in Durham Region in 2018. There is a growing interest in the Region's unique locations, products and services that support the film industry.
- 4.2 Initiatives planned for 2018 include the preparation of a Guide to Filming in Durham Region; the Film Industry Hotel Rates project in cooperation with the Durham Hotel Association; film location familiarization tours for location managers and production designers; and a strategy to market Durham's locations locally and internationally with support from the Ontario Media Development Corporation.
- 4.3 It is clear there is significant economic development potential for the Region from the film industry. Staff will continue to be proactive to assist and grow this sector in Durham.

Respectfully submitted,

Original signed by

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B.E. Bridgeman, MCIP, RPP  
Commissioner of Planning and  
Economic Development

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



# The Regional Municipality of Durham Information Report

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From: Commissioner of Works  
Report: #2018-INFO-38  
Date: March 2, 2018

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**Subject:**

Durham York Energy Centre Ambient Air Monitoring Program

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**Recommendation:**

Receive for information

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**Report:**

**1. Purpose**

1.1 The purpose of this report is to update Regional Municipality of Durham Council (Region) on the Durham York Energy Centre (DYEC) Ambient Air Monitoring Program, including the recent Total Suspended Particulate (TSP) matter exceedance and the proposed changes to the regulatory limits for other ambient air monitoring parameters.

**2. Background**

2.1 As part of the requirements of the Environmental Assessment (EA) Notice to Proceed, three ambient air monitoring stations (the regulated stations) were installed upwind (Courtice Water Pollution Control Plant (WPCP)), downwind (Rundle Road), and at the fence line of the Durham York Energy Centre (DYEC). A fourth, voluntary downwind (Crago) monitoring station was installed at Regional Council direction. The regulated ambient air monitoring is to continue until approval to cease is obtained from the Ministry of Environment and Climate Change (MOECC).

2.2 The DYEC Source Test results and modeled ambient air contaminant contribution at the maximum point of impingement indicates that the DYEC operations would account for less than one per cent of the regulated standard for the majority of the parameters with Nitrogen Oxides, contributing the highest levels at less than 25 per cent of the regulated standard.

- 2.3 Since ambient air monitoring began, the stations have recorded several exceedances of TSP and benzo(a)pyrene. Following a thorough assessment, these exceedances were deemed to be not attributable to the DYEC operations.

### **3. Total Suspended Particulate Matter Exceedance**

- 3.1 TSP is one of the non-continuous monitoring parameters at each ambient air monitoring station. The sampling results are compared to the Ontario Ambient Air Quality Standard (AAQS) of 120 micrograms per cubic metre ( $\mu\text{g}/\text{m}^3$ ). The November 27, 2017, TSP measurement at the Rundle Road station was  $232 \mu\text{g}/\text{m}^3$ .
- 3.2 The predominant wind direction during the sampling period was from a north-northwesterly direction which indicates the DYEC emissions were not moving towards the Rundle Road station. However, heavy construction vehicle traffic and idling was noted on Rundle Road during the week prior to and the day after the November 27, 2017, sample date.
- 3.3 The potential human health risks associated with TSP are with fine particulate matter ( $\text{PM}_{2.5}$ ). The November 27, 2017, average of  $\text{PM}_{2.5}$  at the Rundle Road station was  $7.2 \mu\text{g}/\text{m}^3$ , which is below the ambient air quality criterion of  $30 \mu\text{g}/\text{m}^3$ .
- 3.4 Based on the assessment of conditions including predominant wind direction and the observed construction vehicle traffic on the day of the measured TSP exceedance, it is very unlikely that the DYEC contributed to the elevated level of TSP at the Rundle Road station on November 27, 2017.

### **4. Future Changes to the Ontario Ambient Air Standards**

- 4.1 In response to the recently lowered Canadian Ambient Air Quality Standards (CAAQS) for sulphur dioxide ( $\text{SO}_2$ ), the MOECC has proposed lowering the Ambient Air Quality Criteria and Ontario Regulation 419 standard for  $\text{SO}_2$  from  $690 \mu\text{g}/\text{m}^3$  to  $100 \mu\text{g}/\text{m}^3$ , which will be phased in over a five-year period.
- 4.2  $\text{SO}_2$  emissions from the DYEC are measured at the stack as part of the Continuous Emissions Monitoring System (CEMS) and bi-annually as part of the Source Tests. The stack emission modelling results are all well below the proposed  $100 \mu\text{g}/\text{m}^3$  standard and have been less than  $10 \mu\text{g}/\text{m}^3$  for the last four stack tests.
- 4.3  $\text{SO}_2$  is continuously measured at the upwind and downwind ambient air monitoring stations, and results remain well below the current standard of  $690 \mu\text{g}/\text{m}^3$ . Assessing the current  $\text{SO}_2$  results against the future CAAQS standard of  $100 \mu\text{g}/\text{m}^3$  indicates that regular exceedances will occur once the new levels are regulated. Ambient air monitoring conducted prior to the DYEC commencing operations would also result in exceedances of the lower  $100 \mu\text{g}/\text{m}^3$   $\text{SO}_2$  proposed standard.



- 4.4 The CAAQS for nitrogen dioxide (NO<sub>2</sub>) was recently lowered to 60 parts per billion (ppb) starting in 2020. The current standard in Ontario for NO<sub>2</sub> is 200 ppb. It is likely that the Ontario standard for this parameter will also be lowered in the near future resulting in future ambient air monitoring exceedances.
- 4.5 The four ambient air monitoring stations cannot identify the source of the contaminants measured based on their location. The ambient air monitoring stations detect contaminants that are as a result of other industry in the area, traffic on the 401 and construction activities.
- 4.6 Regional staff have engaged with the MOECC with respect to the implementation of the new regulations and MOECC expectations once exceedances are recorded. Given that the ambient air monitoring stations will be recording impacts from various point sources, any investigation into the causes of these potential future exceedances should not rest with the owners of the ambient air monitoring stations.

## **5. Conclusions**

- 5.1 Emissions from the DYEC are measured at the stack bi-annually. The results have been well below the required limits for the last three stack tests.
- 5.2 The ambient air monitoring program regularly measures air quality in the area.
- 5.3 As ambient air quality criteria are lowered in the coming years, DYEC staff will regularly be investigating exceedances measured at the ambient air monitoring stations that will often be attributable to other sources.

Respectfully submitted,

**Original signed by**

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Susan Siopis, P.Eng.  
Commissioner of Works



# The Regional Municipality of Durham Information Report

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From: Commissioner of Planning and Economic Development  
Report: #2018-INFO-39  
Date: March 2, 2018

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**Subject:**

Monitoring of Land Division Committee Decisions of the February 12, 2018 Meeting

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**Recommendation:**

Receive for information

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**Report:**

**1. Purpose**

1.1 This report summarizes decisions made by the Land Division Committee<sup>1</sup> at its meeting of February 12, 2018 (see Attachment 1). The approved applications conform to the Durham Regional Official Plan. No appeals are recommended.

**2. Distribution**

2.1 A copy of this report will be forwarded to the Land Division Committee for its information.

**3. Attachments**

Attachment #1: Monitoring Chart for the February 12, 2018 Meeting

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1. The Regional Land Division Committee (LDC) was created by Regional Council on December 19, 1973 to make independent decisions on the disposition of consent applications (e.g. severance, right-of-way, lot line adjustment) that have been submitted to the Region for approval under the Planning Act. The Committee consists of eight lay-citizen members (one representing each area municipality), that are appointed by Council for a four year term. The Chair of the LDC is selected from among the appointed members. The current Chair is Jane Hurst, the City of Oshawa's representative. The LDC meets monthly and considers approximately 150 consent applications per year.

Respectfully submitted,

Original signed by

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B.E. Bridgeman, MCIP, RPP  
Commissioner of Planning and  
Economic Development



## Attachment 1: Monitoring of Land Division Committee Decisions for the Meeting Date of Monday, February 12, 2018

Appeal Deadline: Tuesday, March 13, 2018

LD File Number	Owner	Location	Nature of Application	Regional Official Plan	LDC Decision
LD 149/2017	Van Kessel, Herman Van Kessel, Mary	Part lot 12, Conc. 7 Twp. of Scugog (former Reach)	Consent to add a 0.53 HA agricultural parcel of land to the property to the north, retaining a 24.47 HA non-farm related rural residential parcel of land with an existing dwelling to remain.	Conforms	Approved unanimously
LD 155/2017	Furlan, Fabio	Part lot 29, Conc. 6 Twp. of Uxbridge (former Uxbridge)	Consent to sever a 409 m2 residential lot, retaining a 569 m2 residential lot. Existing dwelling to be demolished.	Conforms	Approved unanimously
LD 187/2017	Mutton, John	Part lot 11, Conc. 1 Municipality of Clarington	Consent to sever a vacant 280.53 m2 residential lot, retaining a vacant 1,010.73 m2 residential lot with an existing dwelling to be demolished.	Conforms	Approved unanimously
LD 188/2017	Mutton, John	Part lot 11, Conc. 1 Municipality of Clarington	Consent to sever a vacant 280.53 m2 residential lot, retaining a vacant 1,010.73 m2 residential lot with an existing dwelling to be demolished.	Conforms	Approved unanimously
LD 015/2018	Nijhawan, Hidhi	Part lot 18, Conc. 1 City of Pickering (former Pickering)	Consent to grant an 8.8 m2 access easement in favour of the property to the south, retaining 3,577.2 m2 commercial parcel of land.	Conforms	Approved unanimously
LD 016/2018	1331371 Ontario Ltd.	Part lot 18, Conc. 1 City of Pickering (former Pickering)	Consent to grant a 6.9 m2 access easement in favour of the property to the north, retaining a 3,129.1 m2 commercial parcel of land.	Conforms	Approved unanimously

<b>LD File Number</b>	<b>Owner</b>	<b>Location</b>	<b>Nature of Application</b>	<b>Regional Official Plan</b>	<b>LDC Decision</b>
LD 017/2018	Lee, Donald Lee, Darlene	Part lot 32, Conc. 9 Municipality of Clarington (former Darlington)	Consent to sever a 62.73 HA agricultural parcel of land with an existing dwelling and barn, retaining a 46.54 HA agricultural parcel of land with two existing dwellings and a barn.	Conforms	Approved unanimously
LD 018/2018	Kemp, Kirk	Part lot 25, Conc. BFC Municipality of Clarington	Consent to sever a 4,127.5 m2 non-farm related rural residential parcel of land with an existing dwelling, retaining a 67 HA agricultural parcel of land with an existing storage building. Application includes easement.	Conforms	Approved unanimously

## EARLY RELEASE OF REPORT



# The Regional Municipality of Durham Report

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To: Committee of the Whole  
From: Commissioner of Planning and Economic Development  
Report: #2018-COW-\*\*  
Date: April 4, 2018

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**Subject:**

Public Meeting Report

Application to amend the Durham Regional Official Plan, submitted by Youngfield Farms Limited, to permit the severance of a dwelling rendered surplus as a result of the consolidation of non-abutting farm parcels in the Township of Scugog, File: OPA-2018-01.

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**Recommendation:**

That the Committee of the Whole recommends to Regional Council:

- A) That Commissioner's Report #2018-COW-\*\* be received for information; and
  - B) That all submissions received be referred to the Planning Division for consideration.
- 

**Report:**

**1. Purpose**

- 1.1 On January 22, 2018, Clark Consulting Services on behalf of Youngfield Farms Limited submitted an application to amend the Durham Regional Official Plan (ROP) to permit the severance of a dwelling rendered surplus as a result of the consolidation of non-abutting farm parcels in the Township of Scugog.
- 1.2 A "Notice of Complete Application and Public Meeting" regarding the application has been advertised in The Port Perry Star newspaper. Notice of this meeting has

also been mailed to those who own land within 120 metres (400 feet) of the subject site. The report was made available to the public prior to the meeting.

## **2. Background**

2.1 The subject site is municipally known as 4031 Durham Road 57 and is located on the north side of Regional Road 57, generally south of Lake Scugog and south and east of Emerson Lane (refer to Attachment 1). The property is legally described as Part of Lot 17, Concession 9, in the Township of Scugog.

2.2 The subject site is generally rectangular in shape, and has access to Regional Road 57. It is approximately 38 hectares (94 acres) in size, of which approximately 29 hectares (72 acres) are being used for cultivation. A woodland is located on the northern portion of the site, while two watercourses traverse the south and northeastern parts of the site. The cultivated lands are generally flat, while the woodland slopes toward Lake Scugog. A residential dwelling with a small accessory structure (shed) and pond is located at the southern part of the site. A seasonal right-of-way (Emerson Lane) is located on the western and northern boundary of the subject site that provides access to abutting properties.

2.3 Surrounding land uses include:

- North – shoreline residential dwellings with waterfront access to Lake Scugog, accessed by Emerson Lane;
- East – agricultural lands with a stream, woodland and wetland areas, rural and shoreline residential dwellings;
- South - Regional Road 57 and agricultural lands with a stream, ponds, woodland, an art studio (“Studio By the Green”), and a Hydro sub-station; and
- West – agricultural lands, with a stream, woodland, and rural and shoreline residential dwellings.

2.4 The proposed amendment to the ROP would facilitate the severance of a 0.725 hectare (1.8 acre) parcel with an existing dwelling, retaining a vacant 37.28 hectare (92.2 acre) farm parcel.

## **3. Reports Submitted in Support of the Application**

3.1 A Planning Justification/Agricultural Assessment Report, prepared by Clark Consulting Services dated January 2018, has been submitted in support of the

application. The report concludes that the proposed amendment meets the objectives and requirements of the Provincial Policy Statement, the Greenbelt Plan, the ROP, and the Township of Scugog Official Plan and Zoning By-law. The report also concludes the proposed severance will comply with the Minimum Distance Separation requirements. The applicant's consultant advises that the dwelling is not required by a farm employee and is surplus to the farm operation.

- 3.2 An Inventory of Land Holdings for Youngfield Farms Limited prepared by Clark Consulting Services was also submitted in support of the application. The inventory includes 29 properties owned by Youngfield Farms Limited comprising approximately 1,926 hectares (4,759 acres) of which 80 percent are located in the Township of Scugog and the balance are located in the City of Kawartha Lakes (refer to Attachment 3). There are 7 dwellings located on the farm properties in Durham Region. Five of the dwellings are presently rented to persons having no interest in or involvement with the farm. Two of the dwellings are occupied by the principal shareholders of the corporation.

#### **4. Provincial Policies**

- 4.1 The subject site is located within the Protected Countryside of the Greenbelt Plan. Both the Greenbelt Plan and the Provincial Policy Statement permit the severance of a residence surplus to a farming operation as a result of farm consolidation, provided that the planning authority ensures that a residential dwelling is not permitted on the proposed retained farm lot created by the severance.

#### **5. Durham Regional Official Plan**

- 5.1 The subject site is designated "Prime Agricultural Areas" and "Waterfront Areas" in the ROP with portions of the site containing Key Natural Heritage and/or Hydrologic Features (KNHFF). Severance applications for agricultural uses are considered in accordance with the relevant policies of Sub-Section 9A of the ROP.
- 5.2 Policy 9.A.2.10 of the ROP permits the severance of a farm dwelling rendered surplus as a result of a farmer acquiring a non-abutting farm, provided that:
- a) the dwelling is not needed for a farm employee;
  - b) the farm parcel is a size which is viable for farm operations;
  - c) for sites within the Protected Countryside of the Greenbelt Plan Area, the dwelling was in existence as of December 16, 2004; and



- d) the farm parcel is zoned to prohibit any further severances or the establishment of any residential dwelling.

## 6. Consultation

- 6.1 The subject application has been circulated to a variety of commenting agencies including: the Ministry of Municipal Affairs; the Township of Scugog; the Kawartha Region Conservation Authority; and the Durham Agricultural Advisory Committee.

## 7. Public Participation

- 7.1 Anyone who attends the Region's public meeting may present an oral submission and/or provide a written submission to the Committee of the Whole on the proposed amendment. Also, any person may make written submissions at any time before Regional Council makes a decision.
- 7.2 If a person or public body does not make oral submissions at a public meeting or make written submissions to the Region of Durham before the proposed official plan amendment is adopted, the person or public body:
- a. is not entitled to appeal the decision of the Region of Durham to the Ontario Municipal Board (OMB) or Local Area Planning Tribunal (LPAT), as appropriate; and
  - b. may not be added as a party to the hearing of an appeal before the OMB or LPAT, as appropriate, unless in the opinion of the Board or Tribunal, there are reasonable grounds to add the person or public body as a party.
- 7.3 Anyone who wants to be notified of Regional Council's decision on the proposed ROP Amendment must submit a written request to:

Brian Bridgeman, MCIP, RPP  
Commissioner of Planning and Economic Development  
Planning and Economic Development Department  
Regional Municipality of Durham  
Durham Region Headquarters  
605 Rossland Road East  
Whitby, ON L1N 6A3  
[Brian.Bridgeman@durham.ca](mailto:Brian.Bridgeman@durham.ca)

## **8. Future Regional Council Decision**

- 8.1 The Committee of the Whole will consider the proposed ROP Amendment at a future meeting and will make a recommendation to Regional Council. Council's decision will be final unless appealed.
- 8.2 All persons who make oral submissions, or have requested notification in writing, will be given notice of the future meeting of the Committee of the Whole and Regional Council at which the subject application will be considered.

## **9. Attachments**

Attachment #1: Location Sketch

Attachment #2: Other Agricultural Lands within Durham Region owned by Youngfield Farms Limited

Respectfully submitted,

Original signed by

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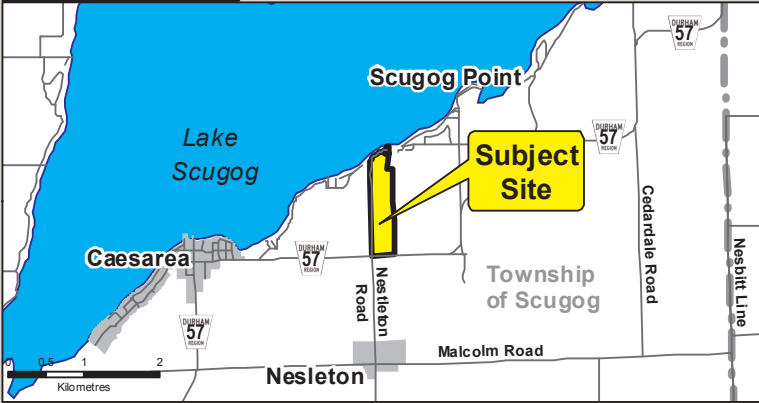
B.E. Bridgeman, MCIP, RPP  
Commissioner of Planning and  
Economic Development

Recommended for Presentation to Committee

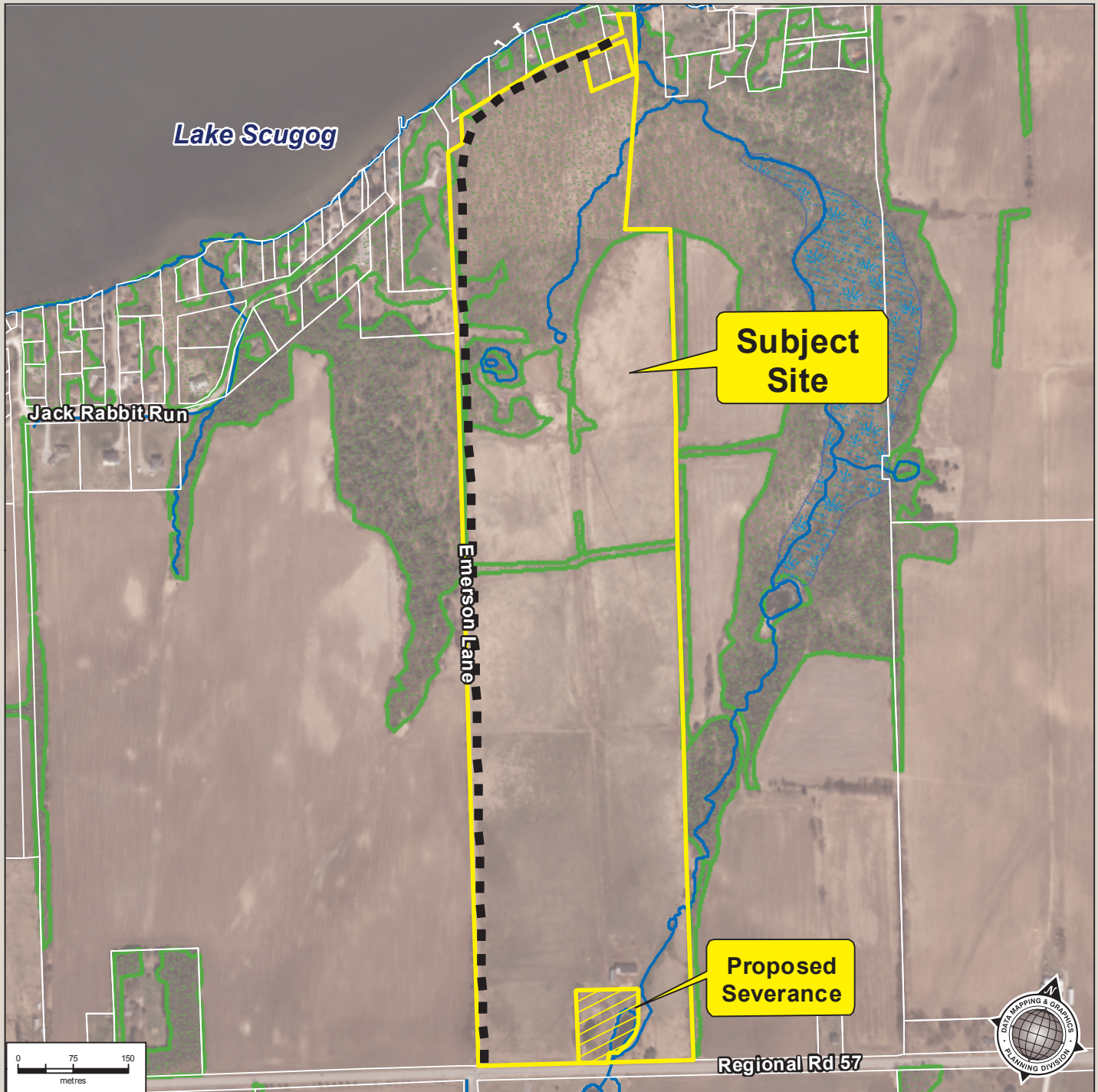
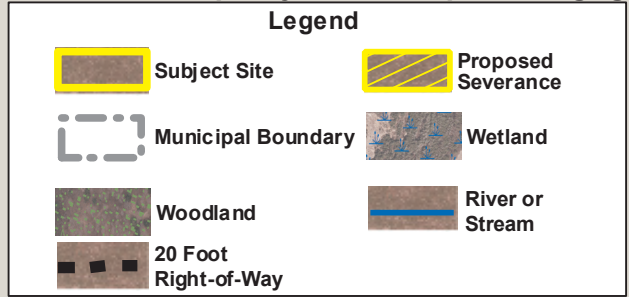
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G.H. Cubitt, MSW  
Chief Administrative Officer

**Municipal Context**



**Attachment:1**  
**Commissioner's Report: #2018-COW-\*\***  
**File: OPA 2018-001**  
**Municipality: Township of Scugog**

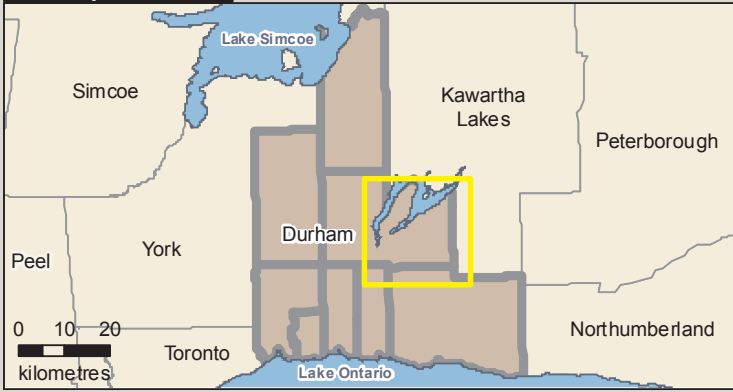


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**Municipal Context**



Attachment:2  
 Commissioner's Report: #2018-COW-\*\*  
 File: OPA 2018-001  
 Municipality: Township of Scugog



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File: A-2100

February 22, 2018

**DELIVERED BY E-MAIL**  
(premier@ontario.ca)

The Honourable Kathleen Wynne, M.P.P.  
Premier of Ontario

Re: City of Oshawa Comments to the Provincial Government Concerning Cannabis Consumption

Oshawa City Council considered the above matter at its meeting of February 20, 2018 and adopted the following recommendation:

- "1. That Report CNCL-18-04 dated February 14, 2018 be endorsed as the City's comments on the Ontario government's Post Legalization Considerations to permit licensed and regulated cannabis consumption lounges and venues and to permit owners or operators of multi-unit dwellings to designate outdoor areas for the consumption of recreational cannabis under the Cannabis Act, 2017; and,
2. That a copy of Report CNCL-18-04 and the related Council resolution be sent to the Premier of Ontario, the Region of Durham, all Durham area municipalities, all Durham MPP's and the Association of Municipalities of Ontario."

Please find attached a copy of Report CNCL-18-04.

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

A handwritten signature in black ink, appearing to read "Andrew Brouwer".

Andrew Brouwer  
City Clerk  
/ld

C: Region of Durham  
All Durham Area Municipalities  
All Durham M.P.P.s  
Association of Municipalities of Ontario  
Development Services Department

To: Council in Committee of the Whole

From: Jag Sharma, City Manager,  
Office of the City Manager

Report Number: CNCL-18-04

Date of Report: February 14, 2018

Date of Meeting: February 20, 2018

Subject: City of Oshawa Comments to the Provincial Government  
Concerning Cannabis Consumption

File: A-2400-0002

---

## **1.0 Purpose**

The purpose of this report is to:

1. Provide information to Council on the proposed regulations under the Cannabis Act, 2017 that would:
  - Prescribe restrictions on where medical cannabis can be used in a form that is not smoked or vaped;
  - Clarify the places of use rules for recreational cannabis; and
  - Provide exemptions to permit the consumption of cannabis in hotel, motel and inn rooms, vehicles and boats that are used as residences and in private residences that are also workplaces.
2. Obtain Council's endorsement of City comments regarding the Province's request for input on the following Post Legalization Considerations:
  - Permitting licensed and regulated cannabis consumption lounges and venues; and
  - Permitting owners or operators of multi-unit dwellings to designate outdoor areas for the smoking/vaping of recreational cannabis.

These two items are under consideration and will have additional consultation when posted to the Registry but comments now can help inform the policy development.

Attachment 1 to this report is a Provincial document entitled "Proposed Regulations under the Cannabis Act, 2017" that is currently posted on the Ontario Regulatory Registry (the Registry) for comment.

Comments on the document are due by March 5, 2018.

## **2.0 Recommendation**

It is recommended to City Council:

1. That Report CNCL-18-04 dated February 14, 2018 be endorsed as the City's comments on the Ontario government's Post Legalization Considerations to permit licensed and regulated cannabis consumption lounges and venues and to permit owners or operators of multi-unit dwellings to designate outdoor areas for the consumption of recreational cannabis under the Cannabis Act, 2017.
2. That a copy of Report CNCL-18-04 and the related Council resolution be sent to the Premier of Ontario, the Region of Durham, all Durham area municipalities, all Durham MPP's and the Association of Municipalities of Ontario.

## **3.0 Executive Summary**

Not applicable.

## **4.0 Input From Other Sources**

Development Services, Corporate Services and the Association of Municipalities of Ontario (AMO) have been consulted during the preparation of this report.

AMO intends to advise through the consultation process that municipalities should be able to license these cannabis lounges/venues at their discretion with jurisdiction over location, proximity to sensitive uses such as schools and places of worship as well as proximity to other lounges/venues, hours of operation, etc.

## **5.0 Analysis**

### **5.1 Proposed Regulations under the Cannabis Act, 2017**

On January 18, 2018 the Province issued a request for public feedback on the document entitled "Proposed Regulations under the Cannabis Act, 2017" which forms Attachment 1 to this Report. The document states that the Ontario Ministry of the Attorney General is considering regulations under the Cannabis Act, 2017 that would:

- Prescribe restrictions on where medical cannabis can be used in a form that is not smoked or vaped;
- Clarify the places of use rules for recreational cannabis; and
- Provide exemptions to permit the consumption of cannabis in hotels, motels and inn rooms, vehicles and boats that are used as residences and in private residences that are also workplaces.

Staff have no comments on the proposed regulations.

## 5.2 Post Legalization Considerations: Multi-Unit Dwellings and Consumption Lounges/Venues

The Province advises that it is committed to monitoring public health and safety as a result of the consumption of cannabis, both medical and recreational. The monitoring will provide baseline information to inform the future considerations of adjustments to the Provincial framework, if an adjustment is warranted.

This adjustment may include exploring the feasibility of increasing the options for where cannabis can be consumed without significantly increasing exposure to second-hand smoke and vapour.

At this time, the Ministry is also seeking early feedback on Post Legalization Considerations to permit licensed and regulated cannabis consumption lounges/venues and designated outdoor smoking and vaping areas for cannabis for multi-unit dwellings.

The document (Attachment 1) does not provide any specific regulations concerning these two matters.

It is recommended that Council endorse the following comments:

- The City does not support permitting licensed and regulated cannabis consumption lounges/venues at this time. The legalization of cannabis is in its infancy and it will take a number of years of post-legalization experience to determine the effects of legalization on communities. Any consideration of licensed and regulated cannabis consumption lounges/venues should be deferred until the impacts of legalization are better understood.
- A clear definition of a cannabis consumption lounge/venue should be developed by the Province.
- The Province should provide the local municipalities with the ability to license cannabis consumption lounges/venues. Such proposals can be reviewed on a site specific basis against any local by-laws (e.g. zoning), regulations, policies and subject to any necessary public consultation process. Municipalities should be permitted to set any regulations that are considered appropriate (i.e. hours of operation, separation distances from sensitive land uses, etc.).
- Before implementation of a regulatory framework for cannabis consumption lounges/venues, municipalities should be provided with a minimum two year lead time to allow for any necessary zoning review, public consultation and possible appeal process to the Ontario Municipal Board or Local Planning Appeal Tribunal, as the case may be. Local municipalities should be given the authority to determine where the lounges/venues are permitted.
- A minimum age limit (19 years of age) for individuals to enter a cannabis consumption lounge/venue to ensure that underage individuals are not allowed in the establishment should be established to protect our children and youth.



- The health and safety (e.g. related to those driving that have inhaled second hand smoke) implications of second hand cannabis smoke for those in the establishments and not there to consume cannabis (i.e. employees) should be reviewed by the Province.
- Any necessary amendments to the Ontario Building Code to ensure that cannabis consumption lounges/venues have appropriate ventilation systems to ensure that odours and other vapours are contained within the establishment should be investigated by the Province.
- The City also does not support permitting owners/operators of multi-unit dwellings to designate outdoor areas for the smoking/vaping of cannabis and support the regulations that prohibits the designation of outdoor areas for cannabis consumption for multi-unit dwellings (i.e. condominiums and apartments). Permitting designated areas for consumption at multi-unit dwellings may affect the ability of non-users to enjoy the outdoor amenity space that is available at multi-unit dwellings or on adjacent properties as they may be subject to second-hand cannabis smoke.

## **6.0 Financial Implications**

There are no financial implications associated with the recommendation in this Report.

## **7.0 Relationship to the Oshawa Strategic Plan**

The comments are intended to advance the Accountable Leadership goal of the Oshawa Strategic Plan.



Jag Sharma, City Manager,  
Office of the City Manager

**Proposed Regulations under the Cannabis Act, 2017**

**Regulation Number (s):** N/A

**Bill or Act:** Cannabis Act, 2017

**Summary of the Proposal:**

In April 2017, the federal government introduced Bill C-45, the Cannabis Act, to legalize and regulate recreational cannabis in Canada by July 2018. Once in force, Bill C-45 will create rules for producing, distributing, selling and possessing cannabis across Canada.

In preparation for the federal legalization of cannabis, Ontario has developed a safe and sensible framework to govern recreational cannabis within the province. Ontario's safe and sensible approach was informed by the province's experience managing tobacco and alcohol, advice from public safety and health partners, and lessons learned from jurisdictions that have recently legalized cannabis.

As part of this plan, the Government of Ontario introduced Bill 174, Cannabis, Smoke-Free Ontario and Road Safety Statute Law Amendment Act, 2017, on November 1, 2017. Bill 174 received Royal Assent on December 12, 2017. Schedule 1 of the Bill, which enacts the Cannabis Act, 2017, will be proclaimed into force when federal Bill C-45, the Cannabis Act, comes into force. Schedule 3 of the Bill, which enacts the Smoke-Free Ontario Act, 2017, will be proclaimed into force on a date named by the Lieutenant Governor in Council.

The *Cannabis Act, 2017* establishes provincial rules respecting the sale, distribution, purchase, possession, transportation, cultivation and consumption of cannabis. The Act also creates stringent penalties for individuals or corporations convicted of illegally selling or distributing cannabis, and for landlords who knowingly permit these activities on their premises to combat the illegal market. The *Smoke-Free Ontario Act, 2017* includes rules regarding the smoking and vaping of medical cannabis specifically.

The Ministry of the Attorney General is considering regulations under the *Cannabis Act, 2017* that would:

1. Prescribe restrictions on where medical cannabis can be used in a form that is not smoked or vaped
2. Clarify the places of use rules for recreational cannabis
3. Provide exemptions to permit the consumption of cannabis in hotel, motel and inn rooms, vehicles and boats that are used as residences and in private residences that are also workplaces

The Ministry is also seeking early feedback on prospective proposals to permit licensed and regulated cannabis consumption lounges/venues<sup>1</sup> and/or designated outdoor smoking and vaping areas for cannabis for multi-unit dwellings.

Additional regulatory proposals related to the retail and distribution of cannabis in Ontario, the *Smoke-Free Ontario Act, 2017*, and road safety measures, including impaired driving, have been separately posted on the Regulatory Registry for feedback.

More information on Ontario's approach to federal cannabis legalization is available at: <https://www.ontario.ca/cannabis>

## 1. Places of Use for Medical Cannabis

Ontario's cannabis legislation regulates the use of recreational and medical cannabis separately, as each has different purposes and considerations.

Medical cannabis is obtained for health-related purposes in accordance with applicable federal law. Because this type of cannabis is a form of medical treatment and requires authorization by a health care practitioner, it should be considered from a health perspective.

In addition, individuals who use medical cannabis may need to use their medication in places where the use of recreational cannabis is not permitted.

The *Cannabis Act, 2017* prohibits the use of any form of recreational cannabis in public places, workplaces, motor vehicles and boats and permits medical cannabis users to use cannabis for medical purposes in any place where cannabis use is otherwise prohibited, subject to any restrictions set out in the regulations or in the *Smoke-Free Ontario Act, 2017*. The *Smoke-Free Ontario Act, 2017* places restrictions on where medical cannabis can be smoked or vaped, but it does not restrict the consumption of other forms of medical cannabis.

The Ministry of the Attorney General is proposing to bring forward a regulation that would prohibit medical cannabis users from using medical cannabis while driving or having care or control of a vehicle or boat, whether or not the vehicle or boat is in motion. Medical cannabis users would still be permitted to consume cannabis if they are a passenger in a vehicle or boat, provided the cannabis is not smoked or vaped.

In order to ensure that passengers who are authorized medical cannabis users are able to access their medical cannabis, the Ministry of the Attorney General proposes to exempt medical cannabis users from the prohibition on transporting cannabis as long as the following conditions are met:

- The cannabis was obtained in accordance with applicable federal law respecting medical cannabis

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<sup>1</sup> Legislative amendments would be required to implement this proposal.

- The person transporting the cannabis is a medical user
- The cannabis is not made readily available to the driver or operator of the vehicle or boat

## 2. Places of Use for Recreational Cannabis

### *Clarification of Places of Use Rules*

The Ministry of the Attorney General is also proposing that certain places where recreational cannabis **cannot** be used be prescribed for greater certainty without limiting the generality of the places of use rules and to ensure alignment with the *Smoke-Free Ontario Act, 2017*, where appropriate:

- A school within the meaning of the *Education Act*.
- A building or the grounds surrounding the building of a private school within the meaning of the *Education Act*, where the private school is the only occupant of the premises, or the grounds annexed to a private school, where the private school is not the only occupant of the premises.
- A child care centre within the meaning of the *Child Care and Early Years Act, 2014*.
- A place where an early years program or service is provided within the meaning of the *Child Care and Early Years Act, 2014*.

It is also proposed to restrict the smoking or vaping of recreational cannabis in any indoor or outdoor common area in a condominium, apartment building or university or college residence, including, without being limited to, elevators, hallways, parking garages, party or entertainment rooms, laundry facilities, lobbies and exercise areas. This is consistent with our safe and sensible approach to cannabis legalization and with the public health intent of the *Smoke-Free Ontario Act, 2017* to protect youth and young adults from exposure to smoke and vape. The use of other forms of recreational cannabis would not be restricted in these areas.

### 3 (a) *Hotel, Motel and Inn Rooms*

The Ministry of the Attorney General is proposing a limited exemption to permit the use of recreational cannabis in hotel, motel and inn rooms. Under the proposed regulation, registered guests or invited guests of registered guests would be permitted to use recreational cannabis in a hotel, motel or inn room, provided the room is primarily designated as sleeping accommodation and the cannabis is not being smoked or vaped. The smoking or vaping of cannabis would only be permitted in designated smoking rooms to align with the *Smoke-Free Ontario Act, 2017*.

### *Vehicles and Boats as Private Residences*

The Ministry of the Attorney General is proposing a limited exemption to permit the use of recreational cannabis in vehicles and boats when they are in use as temporary or

permanent living places. This is consistent with the rules respecting alcohol consumption under the *Liquor Licence Act* and regulations made under that Act.

Consumption of recreational cannabis would be permitted in a vehicle equipped with sleeping accommodation and cooking facilities when the vehicle is parked and being used as a residence. The exemption would not apply while the vehicle is on a highway.

Consumption of recreational cannabis would be permitted in boats with permanent sleeping accommodations and permanent cooking and sanitary facilities while the boat is at anchor or secured to a dock or land. The dock or land would also be exempt from the consumption prohibition, except at times where the public is invited or permitted access. Boats used to carry passengers for hire would not be included in the exemption.

### 3 (b) *Workplaces in Private Residences*

The Ministry of the Attorney General is proposing to exempt most private residences that are also workplaces from the prohibition on consuming cannabis in workplaces. The proposed exemptions are similar to the consumption rules respecting smoking, e-cigarettes and medical cannabis in the *Smoke-Free Ontario Act, 2017*.

The following residences that also serve as workplaces would be subject to specific conditions on where and how recreational cannabis can be consumed:

- Long-term care homes within the meaning of the *Long-Term Care Homes Act, 2017*.
- A residential facility that is operated as a retirement home and that provides care, in addition to accommodation, to the residents of the home.
- A supportive housing residence funded or administered through the Ministry of Health and Long-Term Care or the Ministry of Community and Social Services.
- Homes for special care licensed under the *Homes for Special Care Act*.
- Psychiatric facilities formerly designated under the now repealed *Mental Hospitals Act*,
- Specific veterans' facilities: the Parkwood Hospital site of St. Joseph's Health Care London, and the Kilgour wing (K wing) and the George Hees wing (L wing) of the Sunnybrook and Women's College Health Sciences Centre.

Consistent with the approach under the *Smoke-Free Ontario Act, 2017*, and regulations proposed under that Act, the smoking or vaping of recreational cannabis would only be permitted in the abovementioned facilities under the same conditions in which tobacco smoking, the use of e-cigarettes and the smoking or vaping medical cannabis is permitted:

- The room has been designated as a controlled area for smoking or the use of electronic cigarettes, or both.

- A resident who desires to use the room must be able, in the opinion of the proprietor or employer, to do so safely without assistance from an employee. An employee who does not desire to enter the room shall not be required to do so.
- Use of the room is limited to residents of the residence.
- The room is an enclosed space fitted with proper ventilation and is identified as a controlled area by means of signs.

The consumption of other forms of recreational cannabis would not be prohibited.

As well, the smoking and vaping of recreational cannabis would be prohibited in places where home child care is provided within the meaning of the *Child Care and Early Years Act, 2014*, whether or not children are present. This is consistent with the rules for smoking, e-cigarettes and medical cannabis in home child care settings set out in the *Smoke-Free Ontario Act, 2017*. Other forms of recreational cannabis would not be prohibited in these places as long as children are not present when the cannabis is being used.

*Post-Legalization Considerations: Multi-Unit Dwellings and Consumption Lounges/Venues*

Ontario's precautionary approach to the consumption of recreational cannabis under the *Cannabis Act, 2017* is intended to protect the health and well-being of all Ontarians, especially children, youth and other vulnerable populations, by limiting exposure to second-hand smoke and vapour and is consistent with the Ontario government's safe and sensible approach to cannabis legalization.

At the same time, Ontario has committed to closely monitoring the public health and safety outcomes of cannabis legalization to inform future consideration of potential adjustments to the provincial framework, if warranted. This includes proactively exploring the feasibility and implications of potential approaches that would provide more options for where people can consume cannabis without significantly increasing exposure to second-hand smoke and vapour. Currently, the Ministry is considering the following approaches:

- Permitting licensed and regulated cannabis consumption lounges and venues; and
- Permitting owners or operators of multi-unit dwellings to designate outdoor areas for the consumption of recreational cannabis.

These approaches are under consideration and will require additional consultation. Feedback on this proposal will be used to inform future policy development and consultations.

**Next Steps:**

This summary report will be posted for public and stakeholder review and feedback from January 18 to March 5, 2018. In preparing the proposed draft regulations, the government will consider the feedback received through the Regulatory Registry.

If the final proposed regulations are approved, it is expected that they would take effect in July 2018 to align with the federal government's anticipated timeline for legalization.

We will continue working with municipalities, health and safety organizations, law enforcement, Indigenous communities and stakeholders as we progress towards legalization, which will ensure a safe and sensible approach to this substance.



**Town of Whitby**  
**Office of the Town Clerk**  
575 Rossland Road East, Whitby, ON L1N 2M8  
www.whitby.ca

February 23, 2018

The Honourable Daiene Vernile  
Minister of Tourism, Culture and Sport  
900 Bay Street, Hearst Block, 9th Floor  
Toronto, ON M7A 2E1

Re: Provincial Library Fund

Please be advised that at a meeting held on February 20, 2018 the Council of the Town of Whitby adopted the following recommendation as Resolution #45-18:

Whereas public libraries provide safe, inclusive, and vibrant community hubs where residents of all backgrounds are welcome to learn, work, innovate, explore, connect, and collaborate;

And whereas the Whitby Public Library works closely with the community to deliver valued services and contributes to a culture of social good by sharing knowledge and resources;

And, whereas the Whitby Public Library continues to be a catalyst for Whitby residents and organizations to pursue their goals and dreams and reach their potential by connecting them with the expertise and resources they need, and transforms information into knowledge that positively impacts their lives;

And whereas the Whitby Public Library continues to manage public resources with the utmost care and is committed to the sustainability of its services;

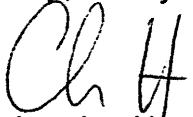
And whereas the Whitby Public Library continues to deliver services that support provincial initiatives, such as poverty reduction, lifelong learning and skill development, local economic development, health literacy, and provides equitable access to provincial government web sites and services;



**Therefore Be It Resolved:**

1. That the Town of Whitby urges the Province of Ontario to recognize the contribution of local libraries within their communities and to cease the 20 year budget freeze to local public libraries in an acknowledgement of the services they offer to all residents;
2. That the Town of Whitby urges the Province of Ontario to reinstate adequate and appropriate funding for local public libraries, increasing each year going forward in line with the consumer price index; and,
3. That a copy of this resolution be sent to the Ontario Minister of Tourism, Culture, and Sport, to the Ontario Minister of Municipal Affairs, to the local MPPs, to the Association of Municipalities Ontario, to the Ontario Library Association, to the Federation of Ontario Public Libraries, and to the Region of Durham and local area municipalities for endorsement.

Should you require further information, please do not hesitate to contact Rhonda Jessup, Whitby Public Library, Acting CEO, at 905.668.6531.



**Christopher Harris**  
Town Clerk

**Copy:** Honourable Bill Mauro, Minister of Municipal Affairs  
Lorne Coe, M.P.P. Whitby-Oshawa  
Tracy MacCharles, M.P.P. Pickering-Scarborough  
Jennifer French, M.P.P. Oshawa  
Joe Dickson, M.P.P. Ajax-Pickering  
Granville Anderson, M.P.P. Durham  
Laurie Scott, M.P.P. Haliburton-Kawartha Lakes-Brock  
Association of Municipalities of Ontario  
Federation of Ontario Public Libraries  
Ontario Library Association  
Rhonda Jessop, Acting Chief Executive Officer, Whitby Public Library

**Via Email:** All Durham Municipalities



FEB 27 '18 PM 12:35

**TOWN OF AJAX**  
65 Harwood Avenue South  
Ajax ON L1S 3S9  
[www.ajax.ca](http://www.ajax.ca)

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Honourable Kathleen Wynne, Premier  
Legislative Building  
Queen's Park  
Toronto ON  
M7A 1A1

February 26, 2018

Re: **Protecting Water for Future Generations: Growing the Greenbelt in the Outer Ring – Town of Ajax Comments**

Please be advised that the following resolution was passed by the General Government Committee at its meeting held February 20, 2018 and endorsed by Ajax Town Council at its Meeting held later that evening. Please note that amendments carried by Council with respect to the recommendation contained in the staff report are noted in **bold**:

Motion as Amended

1. That this report to the General Government Committee dated February 20, 2018 entitled "Protecting Water for Future Generations: Growing the Greenbelt in the Outer Ring – Town of Ajax Comments" be endorsed and submitted to the Ministry of Municipal Affairs as the Town's comments on Environmental Registry Posting No. 013-1661;
2. That the Province be strongly urged to grow the Greenbelt by incorporating the "whitebelt lands" located within the inner ring to protect our limited freshwater and natural heritage features, including the headwaters of Carruthers Creek; and
3. That a copy of this report be distributed to the Premier of Ontario, the Minister of Municipal Affairs, the Minister of Environment and Climate Change, Durham Region, the Toronto and Region Conservation Authority, **leaders of Ontario's opposition parties and their critics for municipal affairs and environment and climate change, all candidates for the riding of Ajax in the upcoming provincial election, and relevant non-governmental organizations.**

A copy of the staff report that prompted this action is attached. If you require any additional information please do not hesitate to contact Sean McCullough, Senior Planner, at 905-619-2529 ext 3234 or [sean.mccullough@ajax.ca](mailto:sean.mccullough@ajax.ca)

Sincerely,

Alexander Harras  
Manager of Legislative Services/ Deputy Clerk

Copy: Bill Mauro, MPP, Minister of Municipal Affairs  
Chris Ballard, MPP, Minister of Environment and Climate Change  
Durham Region  
Toronto and Region Conservation Authority  
Victor Anthony Fedeli, MPP, PC  
Andrea Horwath, MPP NDP  
Ernie Hardeman, MPP, Opposition Critic – Municipal Affairs  
Percy Hatfield, MPP, Opposition Critic – Municipal Affairs  
Ted Arnott, MPP, Opposition Critic – Environment and Climate Change  
Peter Tabuns, MPP, Opposition Critic – Environment and Climate Change  
Joe Dickson MP Ajax Pickering  
Rod Philips, PC Candidate, Ajax, 2018 Ontario Provincial Election  
Marsha Haynes, Ontario Libertarian Candidate, Ajax, 2018 Ontario Provincial Election  
Paul Taalman, Trillium Party of Ontario Candidate, Ajax, 2018 Ontario Provincial Election  
Non-governmental organizations.

## **TOWN OF AJAX REPORT**



**REPORT TO:** General Government Committee

**SUBMITTED BY:** Susan Smallwood, MCIP, RPP  
Director of Planning and Development Services

**PREPARED BY:** Sean McCullough, MCIP, RPP  
Senior Planner

**SUBJECT:** **Protecting Water for Future Generations: Growing the Greenbelt in the Outer Ring – Town of Ajax Comments**

**WARD:** All

**DATE OF MEETING:** February 20, 2018

**REFERENCE:** May 21, 2015 General Government Committee Meeting  
October 3, 2016 Community Affairs and Planning Committee Meeting

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### **RECOMMENDATION:**

- 1. That this report to the General Government Committee dated February 20, 2018 entitled “Protecting Water for Future Generations: Growing the Greenbelt in the Outer Ring – Town of Ajax Comments” be endorsed and submitted to the Ministry of Municipal Affairs as the Town’s comments on Environmental Registry Posting No. 013-1661;**
- 2. That the Province be strongly urged to grow the Greenbelt by incorporating the “whitebelt lands” located within the inner ring to protect our limited freshwater and natural heritage features, including the headwaters of Carruthers Creek; and**
- 3. That a copy of this report be distributed to the Premier of Ontario, the Minister of Municipal Affairs, the Minister of Environment and Climate Change, Durham Region, and the Toronto and Region Conservation Authority.**

### **BACKGROUND AND PURPOSE:**

The Ministry of Municipal Affairs initiated a Co-ordinated Land Use Planning Review of the Growth Plan for the Greater Golden Horseshoe (Growth Plan), Greenbelt Plan, Oak Ridges Moraine Plan and Niagara Escarpment Plan on February 27, 2015. The Town provided comments to the Province on the proposed amendments to the Greenbelt Plan on May 21, 2015<sup>1</sup> and on October 3, 2016<sup>2</sup>. These comments encouraged the Province to protect whitebelt lands in the Growth Plan

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<sup>1</sup> Link to May 21, 2015 GGC Report: <http://calendar.ajax.ca/meetings/Detail/2015-05-21-1400-2015-5-21-Event-521/LIS%20LS%20GGC%20May%2021%2015%20-%20Agenda.pdf>

<sup>2</sup> Link to October 3, 2016 CAP Report:

<http://calendar.ajax.ca/meetings/Index?StartDate=10/03/2016&EndDate=10/03/2016&Category=Community%20Affairs%20and%20Planning%20Committee>

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Area, including the Carruthers Creek headwaters, by adding them to the Greenbelt Plan Boundary.

On December 7, 2017, the Ministry of Municipal Affairs released a policy proposal notice on the Environmental Registry (EBR Posting No. 013-1661) seeking input on a study area for the potential expansion of the Greenbelt in the outer ring of the Greater Golden Horseshoe (GGH) to protect important water features under pressure from development.

The purpose of this report is to provide a summary of the current policy proposal, summarize the Town's previous comments, and recommend that the Province consider important water features within the inner ring of the GGH.

During the December 11, 2017 Council meeting, Town of Ajax Council passed the following resolution:

WHEREAS the Province of Ontario established a Greenbelt system which continues to encourage communities to grow smarter and to protect our limited, sensitive natural resources and agricultural lands; and

WHEREAS the 2015 Coordinated Land Use Planning Review and 2017 proposed Regional Natural Heritage System for the Greater Golden Horseshoe did not capture all sensitive natural features and linkages, including sensitive headwaters within the Growth Plan's inner ring; and

WHEREAS the province has recently opened a 90-day consultation period seeking input on a study area for Greenbelt expansion; and

WHEREAS the focus of the current consultation period for Greenbelt expansion is protection of vital water features in the Growth Plan's outer ring under pressure from current or forecasted urban development which include coldwater streams, wetlands, moraines and important water features; and

WHEREAS areas under the most immediate pressure from development are located in the whitebelt of the inner ring, but the current study area only includes land in the outer ring;

THEREFORE BE IT RESOLVED THAT the Province be strongly urged to grow the Greenbelt by incorporating whitebelt lands within the inner ring to protect our limited freshwater and natural heritage features including the headwaters of Carruthers Creek; and

THAT this resolution be distributed to the Premier of Ontario, the Minister of Municipal Affairs, the Minister of Environment and Climate Change, Durham Region, Friends of the Greenbelt Foundation, Environmental Defence, the Association of Municipalities of Ontario, the Town of Oakville, the City of Markham, the City of Vaughan, the City of Toronto, the City of Mississauga, the City of Brampton, and the Toronto and Region Conservation Authority.

## DISCUSSION:

### ***EBR Posting Summary***

The policy notice issued by the Province under EBR Posting No. 013-1661 includes a consultation document entitled “Protecting Water for Future Generations: Growing the Greenbelt in the Outer Ring Public Consultation Document”. The document states that the study area established by the Province is based on locations with high concentrations of important water features that are under pressure from current and forecasted urban development. The study area identified in the EBR posting includes seven (7) features and areas in the outer ring of the GGH, including:

1. Waterloo and Paris/Galt Moraine complex in Waterloo Region, Brant County, and Wellington County
2. Orangeville Moraine in Wellington and Dufferin Counties
3. Escarpment area moraines in Dufferin and Simcoe Counties
4. Oro Moraine in northeast Simcoe County
5. Nottawasaga River corridor in Dufferin and Simcoe Counties
6. Important surface water and recharge features in southeast Simcoe County; and
7. Catchment areas and wetlands west of Minesing in Dufferin and Simcoe Counties.

The Outer Ring includes the geographic area consisting of the cities of Barrie, Brantford, Guelph, Kawartha Lakes, Orillia, and Peterborough; the Counties of Brant, Dufferin, Haldimand, Northumberland, Peterborough, Simcoe, and Wellington; and the Regions of Niagara and Waterloo. Unfortunately, the Carruthers Creek Headwaters, which are located in the City of Pickering, are not located in the outer ring and are not being considered in this review.

The purpose of the EBR Posting is to consult with the public, municipalities, conservation authorities, Indigenous communities and organizations and other key stakeholders to seek feedback on the parameters of a future expansion. Input received through this consultation will help inform decisions on how to move from a study area to a proposed Greenbelt boundary.

### ***Carruthers Creek Headwaters and Northeast Pickering***

The new Greenbelt Plan enacted on July 1, 2017 continues to state:

*“The Greenbelt Plan identifies where urbanization should not occur in order to provide permanent protection to the agricultural land base and the ecological and hydrological features, areas and functions occurring on this landscape.”*

The new Plan’s introduction has been revised to read as follows:

*“Within the vast majority of south-central Ontario and substantial portions of the GGH beyond the Greenbelt Area, there are extensive agricultural areas, natural and hydrologic features and functions, and other significant resources. The lack of inclusion within the Greenbelt Area does not imply any lesser importance or recognition of the full array of natural environmental and resource attributes found in these areas. Rather, all lands outside of the Greenbelt Area will continue to be governed by current, and potentially future, planning frameworks and regimes which manage land use in Ontario. **There may be specific areas identified in the future, including areas of ecological and hydrological significance, where it is considered appropriate to expand the Greenbelt to provide additional long-term protection.**” (emphasis added)*

The Province left consideration of site-specific amendments to the Greenbelt Plan Boundary and mapping to future consultations, such as EBR posting 013-1661. The current review to enlarge the Greenbelt Boundary should be expanded to include areas within the inner ring as a first priority as these areas are under immense pressure from development.

Ontario's headwaters and their catchments: contribute and regulate the majority of flow to most watercourses; influence flooding, erosion and water budgets for downstream use; furnish key habitat types for the breeding, feeding, and sheltering of upstream species; nurture downstream ecosystems by providing nutrients, organic material, and sediment, thereby providing the base of a watershed's biodiversity<sup>3</sup>. The Carruthers Creek Headwaters, which are located in Northeast Pickering, are critically important to preserving the overall health of the watershed and mitigating downstream flood risks.

The Northeast Pickering/Northwest Whitby area is a sizeable "gap" in the continuous Greenbelt (Figure 1). It appears from "Schedule 1: Greenbelt Plan Area"<sup>4</sup> that Carruthers Creek may be the only Urban River Valley in the inner ring that does not have its headwaters protected by the Greenbelt. The Carruthers Creek headwaters is currently characterized primarily by prime agricultural lands (CLI Class 1).

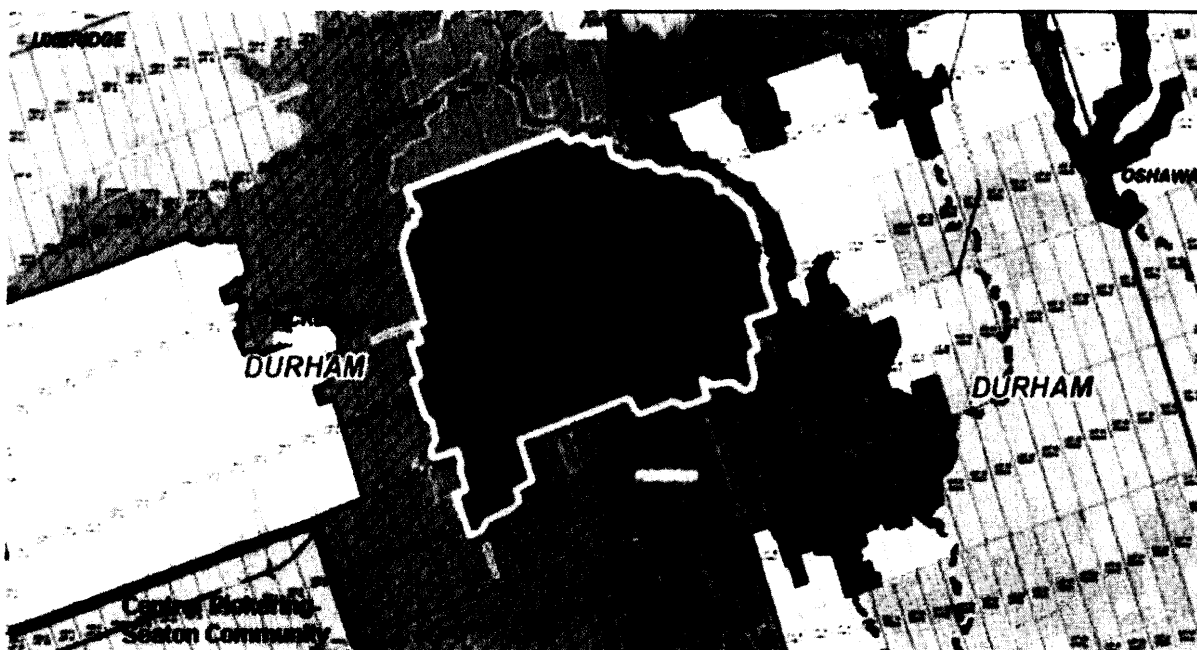


Figure 1: Northeast Pickering/Northwest Whitby "Gap" in the Greenbelt

According to the Ministry of Natural Resources and Forestry (MNR), the upper-mid reaches of Carruthers Creek (north of Taunton Road/south of Concession 7 Road) support habitat occupied by Redside Dace, a small minnow identified as an endangered species. Urban and agricultural development are the most significant threats to Redside Dace habitat, according to MNR. As identified in previous Town of Ajax comments<sup>5</sup>, the Province can demonstrate exemplary

<sup>3</sup> Protecting Ontario's Headwaters: Extending the Co-ordinate Land Use Planning Review to preserve Ontario's natural heritage, watersheds, and ecological integrity – The Ontario Headwaters Institute – November 2016 - <http://ontarioheadwaters.ca/wp-content/uploads/2016/11/Protecting-Ontarios-Headwaters.pdf>

<sup>4</sup> Ontario Greenbelt Plan (2017): <http://www.mah.gov.on.ca/Page13783.aspx>

<sup>5</sup> May 21, 2015 Town of Ajax Staff Report: <http://calendar.ajax.ca/meetings/Detail/2015-05-21-1400-2015-5-21-Event-521/LIS%20LS%20GGC%20May%2021%2015%20-%20Agenda.pdf>

stewardship by removing the threat of future urbanization from the subject land and adding stronger policies to the Greenbelt Plan to mitigate impacts on Redside Dace and its habitat.

In 2009, a “spillway” had been identified in south Ajax in the Pickering Beach Neighbourhood (based on future land uses in approved Official Plans in the watershed). As a result, the Town fully funded and conducted the Carruthers Creek EA. The EA further identified a need for the Town and TRCA to proactively manage the Carruthers Creek flood plain to avoid detrimental downstream impacts on particular properties and infrastructure susceptible to flooding under Regional Storm (Hurricane Hazel) conditions (already at risk, without accounting for impacts of an urbanized Northeast Pickering). An Impact Report prepared by the Town, identified that further urbanization of the headwaters in northeast Pickering would increase downstream flooding in Ajax. During the next comprehensive DROP review, it is anticipated that Durham Region and interested parties will continue to exert pressure to develop Northeast Pickering/Northwest Whitby whitebelt lands as an urban area, based on the Growth Plan’s targets and employment land requirements extended to 2041, to maintain the required 20-year urban land supply.

The lands Northeast Pickering/Northwest Whitby lands are characterized almost entirely by prime agricultural lands from Canada Land Inventory maps (Classes 1-3). Loss of more of our dwindling supply of prime agricultural land to new and expanding urban areas is not acceptable. Instead, greater investment in the agricultural industry, and permanently protecting prime agricultural land capable of producing local food supplies to sustain Ontarians, are important considerations.

At its meeting of September 23, 2016, the TRCA passed a resolution (A139/16) recommending that the policies for Growing the Greenbelt be amended such that headwater areas of the rivers and creeks within TRCA watersheds be designated as Greenbelt lands, especially those areas that are almost fully surrounded by other Greenbelt lands, such as those in the headwaters of the Carruthers Creek and the Rouge and Humber River watersheds. Staff fully support the TRCA resolution.

Based on the forgoing, the Province should protect this approximately 2,300 hectare area by incorporating it into the “Protecting Water for Future Generations” review and ultimately grow the Greenbelt to include it in the Greenbelt Boundary area. Otherwise, the area may become another urban area, physically separated from other urban areas by the existing Greenbelt. Should the Province not incorporate the subject lands into the Greenbelt Plan, there may be urban “leapfrogging” into this gap in the Greenbelt. The headwaters of Carruthers Creek need to be protected from urban land uses to protect agricultural land and the Carruthers Creek Ecosystem, and mitigate downstream flooding.

The Town has maintained a consistent message strongly urging the Province to consider adding “whitebelt lands” located in the inner ring of the GGH to the Greenbelt Boundary area for protection. A report dated May 21, 2015 to the General Government Committee titled “Province’s Co-ordinated Review of the Growth Plan for the Greater Golden Horseshoe, Greenbelt Plan, Oak Ridges Moraine Conservation Plan and Niagara Escarpment Plan” (See Attachment 1) was endorsed by Council and submitted in response to EBR Posting No. 012-3256 recommended that:

*That the Province be strongly urged to “Grow the Greenbelt” by incorporating the “whitebelt” lands in Northeast Pickering and Northwest Whitby (approximately 2,300 hectares of fields, forests and headwaters completely encircled but not presently protected by the Greenbelt Plan) into the Greenbelt Plan, to avert urbanization and avoid increasing downstream impacts in the Town of Ajax; and,*



Similarly, a report dated October 3, 2016 to the Town's Community Affairs and Planning Committee titled "*Comments on the Province's Proposed Amendments to the Growth Plan for the Greater Golden Horseshoe and the Greenbelt Plan*" recommended that:

*That the Province be advised that the Town of Ajax fully supports the resolution of the Toronto and Region Conservation Authority of September 23, 2016 recommending that the policies for Growing the Greenbelt be amended such that headwater areas of the rivers and creeks within TRCA watersheds be designated as Greenbelt lands, especially those areas that are almost fully surrounded by other Greenbelt lands, such as those in the headwaters of the Carruthers Creek and the Rouge and Humber River watersheds;*

While the Town commends the Province for beginning the process to evaluate and consult on important unprotected water features that are under pressure from development in the outer ring for potential inclusion in the Greenbelt Plan Boundary; the Town strongly urges the Province to reconsider and add important water features within the inner ring of the GGH that are under immense pressures from development to this evaluation.

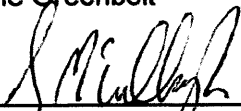
A report dated May 21, 2015 titled "*Province's Co-ordinated Review of the Growth Plan for the Greater Golden Horseshoe, Greenbelt Plan, Oak Ridges Moraine Conservation Plan and Niagara Escarpment Plan*" includes additional information that supports the inclusion of the Northeast Pickering lands into the Greenbelt Plan Boundary, and has been included as Attachment 1.

**FINANCIAL IMPLICATIONS:**

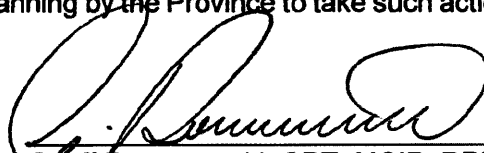
There are none.

**CONCLUSION:**

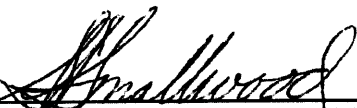
The Province should be strongly urged to review and incorporate the entire Northeast Pickering/Northwest Whitby area into the Greenbelt Plan through the "*Protecting Water for Future Generations: Growing the Greenbelt in the Outer Ring*" policy notice as outlined in EBR Posting No. 013-1661, for the many reasons cited in this staff report and previous staff reports (See Attachment 1). It would constitute very good planning by the Province to take such action to "Grow the Greenbelt"



Sean McCullough, MCIP, RPP  
Senior Planner



Geoff Romanowski, CPT, MCIP, RPP  
Manager of Planning



Susan Smallwood, MCIP, RPP  
Director of Planning and Development  
Services



## RESOLUTION

### The Council of the Corporation of the City of Cornwall

Resolution number: 2018-01  
Date: January 22, 2018

---

#### **Ask Ontario to Better Promote and Support Remediation of Contaminated Properties in Urban Centres**

**WHEREAS** Communities across the province have many abandoned and polluted former dry-cleaning and gasoline-dispensing sites that are concentrated in downtowns and high traffic areas such as street corners;

Communities across the province are struggling to redevelop and revitalize those sites but are severely challenged in their efforts due to the cost of revitalization and the risk of encountering unforeseen contamination that is beyond that anticipated to be present in identified brownfield sites;

The financial resources available to developers through CIP programs are stretched to the limit, and steep up-front costs reduce the attraction of tax-increment funding policies, which are in fact taxpayer-funded mechanisms whereby residential ratepayers pay for the remediation of commercial properties;

Under current property assessment rules, commercial property owners who contaminate their own properties are able to appeal and receive a lower assessment based on that contamination;

In many instances, a corporation responsible for the degradation of a site abandons the site and moves to a new site within the same municipality, without assuming any financial responsibility for cleanup, and with lower taxes on the abandoned property due to the contamination;

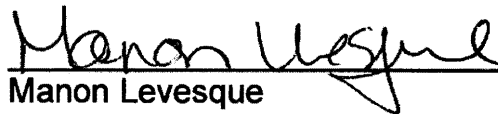
It is necessary to take legislative action to spur intensification and remediation of brownfield sites that occupy valuable urban spaces in the hearts of many communities;

A comprehensive and progressive polluter-pay environment should include policy tools at the provincial and municipal levels that can be used to require a party responsible for introducing contaminants into a shared municipal space environment to remediate that contamination.

THEREFORE, we request the Ontario Government to implement reforms that would encourage the remediation of abandoned contaminated properties and that would provide municipalities with more tools to encourage that remediation, including,

1. Amendments to the *Environmental Protection Act* that extend the circumstances under which a record of site condition is required in respect of a contaminated site, or that otherwise require the remediation of abandoned contaminated properties; and
2. Amendments to the *Municipal Act* that enable municipalities to levy taxation on abandoned properties at rates high enough to encourage remediation and build the resources for effective tax-increment funding programs.

I, Manon Levesque, City Clerk for The Corporation of the City of Cornwall, do hereby certify that the above is a true copy of Resolution Number 2018-01 enacted by Council on Monday, January 22, 2018.



---

Manon Levesque  
City Clerk



Corporate Services  
Regional Clerk's Office

February 16, 2018

Mr. Ralph Walton  
Regional Clerk  
The Regional Municipality of Durham  
605 Rossland Road East  
Whitby, ON L1N 6A3

Dear Mr. Walton:

**Re: All-Way Stop Control - Ravenshoe Road and Victoria Road/  
Concession 7, Town of Georgina**


Regional Council, at its meeting held on February 15, 2018, adopted the following recommendations of Committee of the Whole regarding "All-Way Stop Control - Ravenshoe Road and Victoria Road/ Concession 7, Town of Georgina":

1. Council authorize enactment of a bylaw to implement an all-way stop control at the intersection of Ravenshoe Road (Y.R. 32) and Victoria Road (Y.R. 82) / Concession 7, in the Town of Georgina.
2. The Regional Solicitor prepare the necessary bylaw.
3. The Regional Clerk circulate this report to the Town of Georgina, Durham Region, Township of Uxbridge and the Chief of York Regional Police.

A copy of Clause 2 of Committee of the Whole Report No. 2 is enclosed for your information.

Please contact Joseph Petrunaro, Director, Roads and Traffic Operations, at 1-877-464-9675 ext. 75220 if you have any questions with respect to this matter.

Sincerely,

  
Christopher Raynor  
Regional Clerk

/C. Clark  
Attachments

C.S. - LEGISLATIVE SERVICES

Original	To: CIP ✓
Copy	To: J Siopis

Clause 2 in Report No. 2 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on February 15, 2018.

**2**

**All-Way Stop Control - Ravenshoe Road and Victoria Road/  
Concession 7, Town of Georgina**

Committee of the Whole recommends adoption of the following recommendations contained in the report dated January 18, 2018 from the Commissioner of Transportation Services:

1. Council authorize enactment of a bylaw to implement an all-way stop control at the intersection of Ravenshoe Road (Y.R. 32) and Victoria Road (Y.R. 82) / Concession 7, in the Town of Georgina.
2. The Regional Solicitor prepare the necessary bylaw.
3. The Regional Clerk circulate this report to the Town of Georgina, Durham Region, Township of Uxbridge and the Chief of York Regional Police.

---

Report dated January 18, 2018 from the Commissioner of Transportation Services now follows:

**1. Recommendations**

It is recommended that:

1. Council authorize enactment of a bylaw to implement an all-way stop control at the intersection of Ravenshoe Road (Y.R. 32) and Victoria Road (Y.R. 82)/Concession 7, in the Town of Georgina.
2. The Regional Solicitor prepare the necessary bylaw.
3. The Regional Clerk circulate this report to the Town of Georgina, Durham Region, Township of Uxbridge and the Chief of York Regional Police.

**All-Way Stop Control  
Ravenshoe and Victoria/Concession 7  
Town of Georgina**

**2. Purpose**

This report seeks Council authorization to enact a bylaw for an all-way stop control at the intersection of Ravenshoe Road (Y.R. 32) and Victoria Road (Y.R. 82)/Concession 7, in the Town of Georgina.

**3. Background**

**The *Ontario Highway Traffic Act* permits municipalities to implement all-way stop controls**

The *Ontario Highway Traffic Act* governs the installation of stop signs. Section 137(a) stipulates council of a municipality may, through bylaw, provide for the installation of stop signs at intersections on highways under its jurisdiction.

**The Ministry of Transportation of Ontario provides criteria for the implementation of all-way stop control**

The Region uses guidelines set out by the Ministry of Transportation of Ontario (MTO) to inform decisions on intersection traffic controls, including traffic signals and all-way stop controls. The guidelines contain criteria related to intersection volumes for vehicles and pedestrians, volume split between intersecting roadways and collisions susceptible to prevention through application of an all-way stop control.

In addition to volume thresholds, an all-way stop control may be considered when traffic engineering studies indicate it will be effective in addressing safety concerns. Traffic engineering studies assess factors such as traffic speeds and volumes, restricted sight lines and collision experience when determining benefits for implementing an all-way stop control.

**4. Analysis and Implications**

**Traffic volume has increased at the intersection of Ravenshoe Road and Victoria Road/Concession 7**

The intersection of Ravenshoe Road and Victoria Road/Concession 7 is comprised of a rural, four-approach intersection. Ravenshoe Road is a two-lane, east-west road with a posted speed of 60 km/h to the west and 50 km/h to the

**All-Way Stop Control  
Ravenshoe and Victoria/Concession 7  
Town of Georgina**

east. Victoria Road to the north and Concession 7 to the south is a two-lane road with a posted speed of 50 km/h.

Traffic volume at this intersection has increased by approximately 85 per cent since the Highway 404 extension opened in 2014. In the area of the proposed all-way stop, Ravenshoe Road carries approximately 4,500 vehicles daily and Victoria Road/Concession 7 carries approximately 4,000 vehicles daily. The increased volume and its split on all approaches of the intersection is an indicator for an all-way stop as per Ministry of Transportation of Ontario's criteria.

This intersection is the main intersection in the Udora community that provides connection to various trip generation facilities in the community. These facilities include local businesses, a community centre and a public park located on Victoria Road. A location plan is provided as Attachment 1.

**The intersection of Ravenshoe Road and Victoria Road/Concession 7 is very close to satisfying MTO's all-way stop control criteria**

Staff conducted traffic studies at the intersection and applied MTO's all-way stop control criteria. The results indicate the intersection currently satisfies 90 per cent of MTO's all-way stop criteria.

Based on results of the review, staff recommends an all-way stop control to enhance the orderly movement of traffic.

**5. Financial Considerations**

Costs associated with implementing an all-way stop control at the intersection of Ravenshoe Road and Victoria Road/Concession 7, in the Town of Georgina, are included in the 2018 Transportation Services Operating Budget.

**6. Local Municipal Impact**

Local municipal and Durham Region staff are supportive of the proposed all-way stop control at the intersection of Ravenshoe Road and Victoria Road/Concession 7.

**All-Way Stop Control  
Ravenshoe and Victoria/Concession 7  
Town of Georgina**

**7. Conclusion**

Staff recommends implementing an all-way stop control at the intersection of Ravenshoe Road and Victoria Road/Concession 7 to improve the orderly movement of traffic.

It is recommended the Regional Solicitor prepare the necessary bylaw and the Regional Clerk circulate this report to the Town of Georgina, Durham Region, Township of Uxbridge and the Chief of York Regional Police.

For more information on this report, please contact Joseph Petrunaro, Director, Roads and Traffic Operations, at 1-877-464-9675 ext. 75220.

The Senior Management Group has reviewed this report.

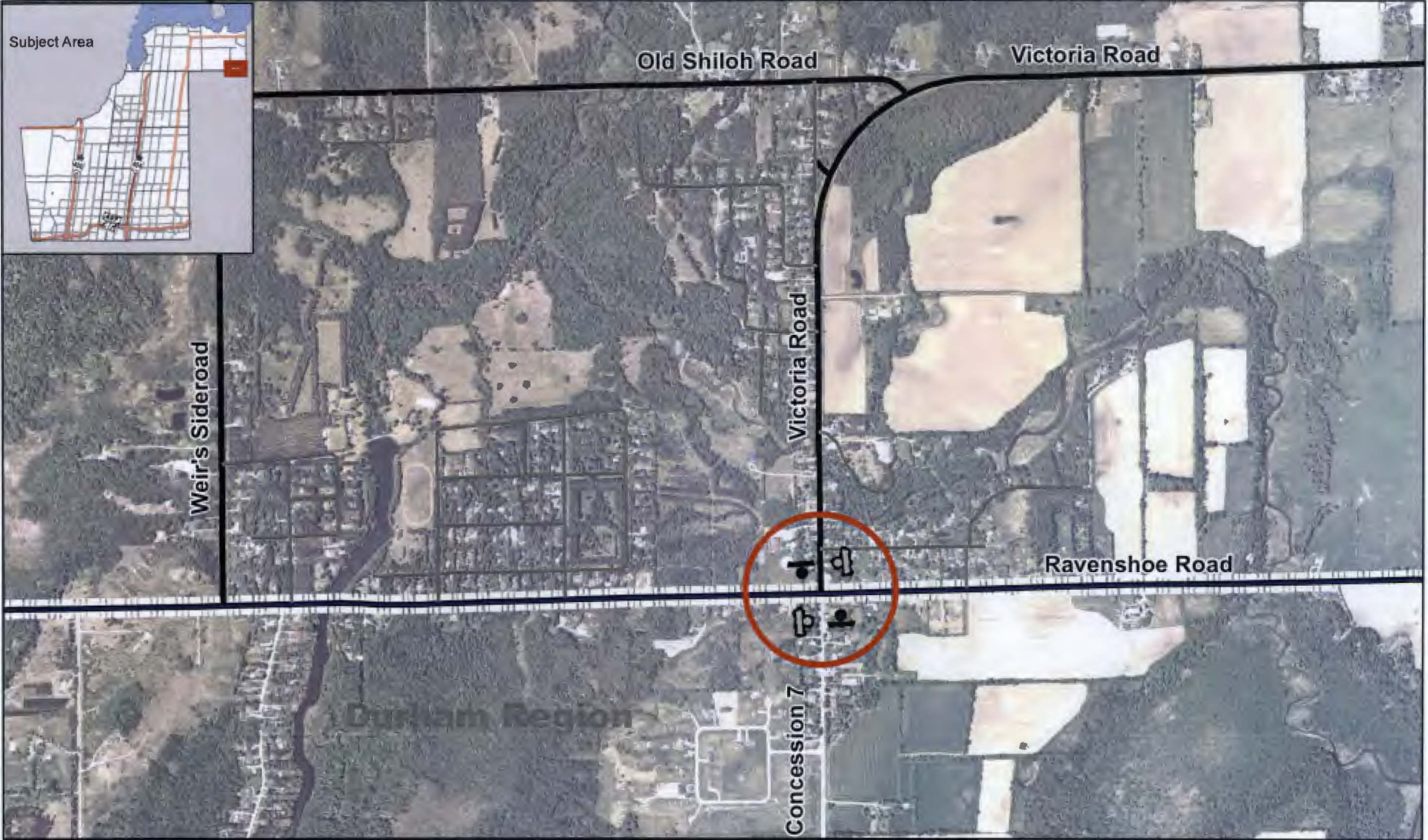
January 18, 2018

Attachment (1)

8134192

Accessible formats or communication supports are available upon request

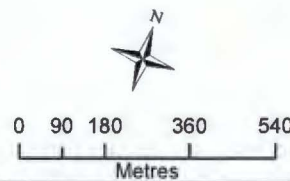








**All-way Stop Control  
Ravenshoe Road (Y.R.32) and Victoria Road (Y.R.82)/Concession 7  
Town of Georgina**

February 1, 2018

Produced by:  
The Regional Municipality of York  
Roads & Traffic Operations, Transportation Services  
November 2017  
Data: © Queen's Printer for Ontario 2003-2017  
Imagery:  
See York.ca for disclaimer information.



**Legend**

-  Proposed All-Way Stop Sign
 
-  Proposed All-Way tab with existing Stop Sign
 



Hon. Maurizio Bevilacqua, P.C.  
Mayor

February 23, 2018

Ms. Kathleen O'Neill  
Director, Environmental Assessment and Permissions Branch  
Ministry of the Environment and Climate Change  
Climate Change and Environmental Policy Division  
135 St. Clair Ave. W., 1st Floor  
Toronto, ON M4V 1P5  
[MOECC.EAPB.EA@Ontario.ca](mailto:MOECC.EAPB.EA@Ontario.ca)

Dear Ms. O'Neill:

RE: Request for Approval of Duffin Creek Plant Outfall Class Environmental Assessment

The City of Vaughan thanks the Ministry of the Environment and Climate Change (the Ministry) for the opportunity to comment on the Duffin Creek Plant Phosphorus Reduction Action Plan study (the Study) and the related Duffin Creek Plant Outfall Class Environmental Assessment (Class EA). As advocates for a healthy environment, we support all efforts to protect the health of Lake Ontario, which is a critically important drinking water source for millions of Ontarians.

As Mayor, I represent more than 332,200 citizens, and 12,000 businesses, of which sixty percent rely on having their wastewater effectively treated by the Duffin Creek Plant. With the Provincial Places to Grow Act, the Growth Plan for the Greater Golden Horseshoe and York Region's Official Plan mandating new population targets for York Region and its municipalities, Vaughan is required to grow to approximately 416,600 residents by 2031.

Efficient servicing solutions via the York Durham Sanitary Sewer system is necessary in order for the City of Vaughan to responsibly fulfill our provincially mandated growth target. Unlocking the already constructed treatment capacity at the Duffin Creek Plant is critical to service new residents and businesses. A lengthy delay in unlocking built capacity at the plant will negatively impact the timing of planned growth in our community. Unfortunately, approval of the plant outfall upgrades has already been delayed for several years.

We understand that the Duffin Creek Plant is one of the top performing plants on Lake Ontario. We are confident in the work of York Region on the Class EA, including the extensive research, consultation and analysis and support the Study recommendations. We understand from our discussions with the Region that implementing additional requirements at the plant, including tertiary treatment, will not alleviate unrelated algae issues in Lake Ontario and would cause significant burden to York and Durham Regions and their local municipalities. As such, we support the research and recommendations of the Duffin Creek Plant Phosphorous Reduction Action Plan.

Ms. Kathleen O'Neill  
Director, Environmental Assessment and Permissions Branch  
Ministry of the Environment and Climate Change  
Climate Change and Environmental Policy Division

Page 2

More than \$850 million, including provincial and federal funding, has already been invested in the Duffin Creek Plant to expand and enhance its treatment capability. Full treatment capacity at the Duffin Creek Plant has already been approved and built. The Environmental Assessment submitted in 2013 is strictly for the outfall hydraulic capacity. Approval is needed now to implement recommended modifications to the outfall to match this built treatment capacity.

It is our understanding that the Region of Durham and Toronto and Region Conservation Authority have written to you recommending that you accept the recommendations of the Duffin Creek Plant Phosphorus Reduction Action Plan study. Ministry acceptance of this document and denial of the Duffin Creek Plant Outfall Class EA Part II Order requests would allow the York and Durham Regions to move forward to implement the outfall upgrades and further optimize the plant performance.

Thank you for considering these comments on the Duffin Creek Plant Phosphorus Reduction Action Plan study. I look forward to a decision on this very important matter.

If you have any questions regarding this response, please contact Stephen Collins, Deputy City Manager, Public Works at 905-832-8585 ext. 8247 or [Stephen.collins@vaughan.ca](mailto:Stephen.collins@vaughan.ca) or Mike Rabeau, Director, Capital Planning and Delivery at 1-877-464-9675 ext. 75157 or [mike.rabeau@york.ca](mailto:mike.rabeau@york.ca)

Yours truly,



Hon. Maurizio Bevilacqua, P.C.  
Mayor

CC: Chris Ballard, Minister of the Environment and Climate Change  
Wayne Emmerson, Chairman & CEO, Regional Municipality of York  
Roger M. Anderson, Regional Chair and CEO, Durham Region  
John Mackenzie, President & CEO, Toronto and Region Conservation Authority



REGION OF DURHAM  
**RECEIVED**

FEB 21 2018

OFFICE OF THE  
REGIONAL CHAIR & CEO

Alison Gorham  
19 LaHaye Drive  
Whitby ON L1P 1L5  
905-579-9906

February 16, 2018

The Honourable Kathryn McGarry  
Minister of Transportation  
3rd Floor, Ferguson Block  
77 Wellesley Street West  
Toronto, Ontario M7A 1Z8

Dear Minister,

I ask you to consider reducing or eliminating the tolls collected on the 412 toll road, which takes drivers from the 401 to the 407 East. I believe removing the toll for the 412 will take a lot of traffic away from Whitby streets during the morning and evening rush hours.

As Whitby has expanded over the last two decades, the infrastructure has not kept up. Traffic in Whitby is congested, and this congestion leads to frustrated drivers and erratic driving. Drivers are not taking the 412 to travel between their Whitby home and the 401. They are taking the town's streets, which are becoming more and more congested.

The congestion results in drivers taking more and more risks in order to get home faster. Drivers are going through red lights like never before (I am not referring to the driver who makes a bad judgment call and hits the accelerator rather than slam the breaks on – I am referring to the two drivers behind that person who also go through the red light) and drivers can be seen turning right at stop signs while barely slowing down.

If drivers took the 412 from Taunton Rd to the 401 during rush hour, the congestion on the town's roads would disappear, and a lot of the driving frustration would vanish. More vehicles on the 412 would result in fewer vehicles on the town streets. Drivers' frustration levels would be lower, so drivers would be less likely to take risks to get home faster; drivers might even drive responsibly again.

Whenever I drive over the 412 on Dundas Street, I see how empty the 412 is, even during rush hours. The 407 website indicates a trip from Taunton Road to the 401 is \$1.56 each way during rush hours. At \$3.12 a day, for 20 working days in a month, drivers would be billed over \$60 to travel 5.3 km each way. If the toll was reduced to 50 cents per trip between Taunton and the 401, this would bring

a monthly work-related bill down to \$20, which would be much more palatable and affordable to many Ontarians.

Rush hour trips on the 412 from Highway 7 to the 401 are \$2.77 one way, translating to about \$110 for 20 work days in a month. Many people from Brooklin take Lake Ridge Road or Brock Street to get to the 401 rather than the 412.

My girlfriend drives to work in downtown Whitby by travelling south on Lake Ridge Road turning left onto Dundas at 8am, and she advises me the left turn routinely takes a good five minutes. Traffic is backed up on Lake Ridge from Dundas Street to Rossland Road. Lake Ridge Road is not wide enough to handle this traffic. Removing the 412 toll would result in drivers from Brooklin taking the 412 to the 401 instead of Lake Ridge Road.

The future of driving in Whitby is only going to get worse. Developers are building a plethora of homes, as can be seen on the Town of Whitby's webpage, which indicates the following West Whitby subdivisions:

- Heathwood Homes: 695 residential units on 50 hectares.
- Monarch Corporation: 650 residential units on 46 hectares
- West Whitby Holdings Inc.: 527 residential units on 34 hectares
- TFP Whitby Developments: 749 - 841 units on 62 hectares
- Chelsea Hill Developments Inc.: 274-332 residential units on 25 hectares
- Lazy Dolphin Development: 721 units on 36 hectares
- Whitby Taunton Holdings: 455 residential units on 50 hectares
- 880 Taunton Developments: 453 residential units on 50 hectares

As well, the Town of Whitby's webpage indicates south of the 401, Brookfield Homes is planning 1,111 condominium units and 132 townhouses on former industrial lands in the Port Whitby neighbourhood at the South end of Brock Street.

This is a total of almost 6,000 residential units, and could translate to at least 6,000 additional vehicles on the road. Durham Region has not kept up by expanding the regional roads. Drivers are frustrated.

The following north/south streets in Whitby are the roads of choice for travelling north/south and are only two lanes wide:

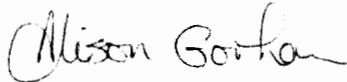
- Lake Ridge Road, north of Dundas/Highway #2
- Cochrane Road
- Brock Street, north of Rossland.

The Durham Region's webpage indicates no plans to widen Lake Ridge north of Dundas, or to widen Cochrane. There is a plan to widen Brock Street from Rossland to Taunton, but that plan is still in the "detailed design phase."

Rossland Road and Henry Street are the domain of the Town of Whitby, and they need to be widened as well. There is no plan to widen Henry Street, and while the Town of Whitby plans to widen Rossland between McQuay and Lakeridge, that has been delayed until the Spring of 2018.

The people of Whitby are suffering, and I urge the Province of Ontario to assist us by eliminating or dropping the toll charges on the 412.

Please let me know what your thoughts are on this suggestion.



Alison Gorham

c. Roger Anderson ✓  
Regional Chair and CEO  
Durham Region

Don Mitchell  
Mayor  
Town of Whitby

ps. I ask this not because I want to pay less – I live in Whitby and work in Oshawa so I rarely take the 412. I ask this because driving in Whitby is becoming more and more frustrating.



# Durham Transportation Master Plan Update

## Notice of Study Completion



Durham Transportation Master Plan

Works Department

March 1, 2018

Public Notice

The Durham Transportation Master Plan (TMP) is a strategic planning document that defines the policies, programs and infrastructure needed to meet the Region's transportation needs to 2031 and beyond. The TMP addresses planned future growth in Durham by recommending a transportation system that balances strategic road network expansion with transit services and active transportation opportunities (e.g. cycling, walking) while enhancing safety and accessibility, promoting sustainability, reducing environmental impacts and supporting economic development.

The TMP Update Study was initiated in 2014 and completed in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment (EA), an approved process under the Ontario Environmental Assessment Act, including extensive public consultation. The TMP addresses need and justification at a broad level, so each recommended project will require further examination to complete the requirements of the Municipal Class EA before construction.

The TMP Update Study produced a new Durham TMP that was endorsed by Regional Council in December 2017. This notice places the new TMP on public record for a 30-day comment period to complete the requirements of the Municipal Class EA process. **Comments must be received by April 3, 2018 to become part of the public record for this study.**

You can download the TMP document from the study web site [durham.ca/tmp](http://durham.ca/tmp). Copies are also available for viewing at the following municipal offices during regular business hours:

**Region of Durham**  
Legislative Services  
605 Rossland Road East  
Whitby, ON L1N 6A3

**City of Pickering**  
Legislative Services Division  
One The Esplanade  
Pickering, ON L1V 6K7

**Town of Ajax**  
Legislative & Information Services  
65 Harwood Avenue South  
Ajax, ON L1S 2H9

**Town of Whitby**  
Office of the Town Clerk  
575 Rossland Road East  
Whitby, ON L1N 2M8

**City of Oshawa**  
City Clerk Services  
50 Centre Street South  
Oshawa, ON L1H 3Z7

**Municipality of Clarington**  
Clerk's Department  
40 Temperance Street  
Bowmanville, ON L1C 3A6

**Township of Uxbridge**  
Clerk's Department  
51 Toronto Street South  
Uxbridge, ON L9P 1T1

**Township of Scugog**  
Corporate Services Department  
181 Perry Street  
Port Perry, ON L9L 1A7

**Township of Brock**  
Clerk's Department  
1 Cameron Street East  
Cannington, ON L0E 1E0

Please send your comments to [tmp@durham.ca](mailto:tmp@durham.ca), or the contacts below, by April 3, 2018.

**Doug Robertson, P.Eng., PTOE**  
Regional Municipality of Durham  
Works Department  
Phone: 905-668-7711 ext. 3733 or  
1-800-372-1102 ext. 3733

**Chris Leitch, MCIP, RPP**  
Regional Municipality of Durham  
Planning and Economic Development Department  
Phone: 905-668-7711 ext. 2567 or  
1-800-372-1102 ext. 2567

Under the Municipal Freedom of Information and Protection of Privacy Act, unless otherwise stated in the submission, personal information included in a submission will become part of the public record.

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 3753.

[facebook.com/RegionOfDurham](https://www.facebook.com/RegionOfDurham)

[twitter.com/RegionOfDurham](https://twitter.com/RegionOfDurham)

**The Regional Municipality of Durham Works Department**  
605 Rossland Road East, P.O. Box 623, Whitby ON L1N 6A3  
Telephone: 905-668-7711 or 1-800-372-1102  
[durham.ca/tmp](http://durham.ca/tmp)

C.S. - LEGISLATIVE SERVICES

Original  
To:

## **The Regional Municipality of Durham**

### **MINUTES**

#### **DURHAM TRAIL CO-ORDINATING COMMITTEE**

**February 1, 2018**

A meeting of the Durham Trail Co-ordinating Committee was held on Thursday, February 1, 2018, in Meeting Room 1-B, Main Level, Regional Headquarters, 605 Rossland Road East, Whitby, at 7:02 PM.

Present: T. Clayton, Chair, Brock  
J. Back, Local Councillor, Scugog  
S. Collier, Regional Councillor, Ajax, attended the meeting at 7:10 PM  
and left the meeting at 8:00 PM  
K. Jones, Vice Chair, Oshawa  
G. Lodwick, Local Councillor, Brock  
I. McDougall, Scugog  
A. Mujeeb, Pickering, attended the meeting at 7:04 PM  
Joe Neal, Regional Councillor, Clarington

Absent: J. Ballinger, Regional Councillor, Uxbridge  
D. Carter, Regional Councillor, Oshawa  
D. Pickles, Regional Councillor, Pickering  
E. Roy, Regional Councillor, Whitby  
M. Weist, Ajax

#### **Staff**

Present: S. McEleney, Planner, Planning and Economic Development  
Department  
C. Tennisco, Committee Clerk, Corporate Services – Legislative  
Services

#### **1. Adoption of Minutes**

Moved by I. McDougall, Seconded by G. Lodwick,  
That the minutes of the regular meeting of the Durham Trail Co-  
ordinating Committee held on December 7, 2017, be adopted.  
CARRIED

#### **2. Declarations of Interest**

There were no declarations of interest.



### 3. Presentations

- A) Amanda Spencer, Project Manager, Traffic and Operations, and Steven Kemp, Manager, Traffic Engineering and Operations, Works Department, re: Durham Strategic Road Safety Action Plan Update

Amanda Spencer and Steven Kemp provided a PowerPoint presentation update on the Durham Strategic Road Safety Action Plan.

S. Kemp provided an overview of the Strategic Road Safety Action Plan (SRSAP). Highlights of the presentation included:

- What is a Strategic Road Safety Action Plan (SRSAP)?
  - 1. Identifying and prioritizing emphasis areas
  - 2. Coordinating safety investment decisions to get the biggest bang for buck
  - 3. Institutionalizing changes to road safety policy
- Durham SRSAP Development Process
- Key Components for a Successful SRSAP
- Vision Zero – A Brief Overview
- Draft Vision and Goal for SRSAP
  - Vision: Zero fatalities and injuries across all modes of transportation
  - Goal: 10 % reduction in fatal and injury collision within five years (2018 to 2023)
- Durham Region Collision Analysis Qualifiers
- Continued partnerships
- DEAC & DATC discussion
- Closing

S. Kemp outlined the 2012 to 2016 Durham Regional qualifiers for the collision analysis based on regional, municipal and provincial roads only. He advised that this analysis considered fatal / injury collisions only and that the Region averages 20 fatal / injury collisions a year.

A. Spencer presented the collision analysis portion of the Strategic Road Safety Action Plan (SRSAP). She displayed the 2012 to 2016 Fatal & Injury Collisions graph indicating the annual municipal and regional road collisions; the Cyclist Collisions graph indicating the increase of fatal / injury collisions on regional and municipal roads; and the Pedestrian Collisions graph indicating a decrease of fatal / injury collisions on regional and municipal roads.

Highlights of the collisions / injuries analysis findings included:

- Data Summary (2012 to 2016) Fatal & Injury Collisions graph indicating the emphasis area qualifiers such as at intersections;

aggressive, distracted, impaired and young drivers; trucks, cyclists, and motorcycles; winter related conditions; and roadway departures

A. Spencer reviewed the Public Opinion Survey results; what an emphasis area is; and a countermeasure action.

S. Kemp stated that 21 fatalities occurred on Regional and area municipal roads within Durham Region in the year 2017. He reviewed how the stakeholders will target emphasis areas to achieve the SRSAP goals; the involvement of Durham SRSAP and the area municipalities; resources and timing; and the suggested steps for the participating municipalities regarding potential 2019 budget impacts and Council approvals.

S. Kemp and A. Spencer responded to questions regarding the collisions resulting from distracted driving; the potential for cannabis traffic related incidents; the prominent age group of pedestrian collisions; whether staff contacted the Insurance Brokers Association of Ontario (IBAO) for input on collision data; if statistics exist on the severity of collision injuries; and, how many truck collisions are the result of a mechanical failure.

Discussion ensued on school zone safety and potential countermeasures; the expertise of the CIMA; the need for infrastructure that is active transportation friendly; whether Millington Crescent in the Town of Ajax would meet the warrants of the Vision Zero program.

B) Ian McDougall, Scugog Citizen Member, re: Durham Active Transportation Committee (DATC) Overview

I. McDougall and S. McEleney provided a PowerPoint presentation titled 2018: A Year in Transition, Durham Active Transportation Committee (DATC).

Highlights from the presentation included:

- What is active transportation?
- What is a trail?
- What do we have in common?
  - DEAC & DATC
- Fitting into the greater Region
- DATC- A brief history of progress
- Trails & Cycling: together at last
- Continued partnerships
- DEAC & DATC discussion
- Closing & Discussion

I. McDougall advised that the mandate of the Durham Active Transportation Committee will focus on active transportation. He explained active transportation to be all human-powered forms of travel such as walking, cycling, canoeing, as well as manual and power assisted mobility devices.

I. McDougall stated a trail is defined as a trail route on land or water with protected status and public access for recreation or transportation purposes, and outlined some of the numerous activities on trails.

I. McDougall responded to questions regarding the origin of the data carbon calculator; whether cyclists incurred injuries while partaking in the Lake to Lake bike event; the Ontario Municipal Commuter Cycling (OMCC) Program available to municipalities; and, the potential 2018 OMCC funding opportunities. I. McDougall and S. McEleney sought the Committee's input on how to improve and fine tune the presentation, in moving forward.

K. Jones suggested to the Committee that future presentations regarding their mandate as the Durham Active Transportation Committee (DATC) enhance and reflect the broadening of the Committees mandate and goals to promote all modes of active transportation including pedestrians, rather than focusing on cycling. Discussion followed on the importance for a balance of all types of active transportation.

The Committee was asked to email S. McEleney with any further comments on active transportation initiatives.

#### **4. Discussion Items**

- A) Durham Trail Coordinating Committee (DTCC) re: Durham Trail Coordinating Committee 2017 Annual Report, Revised Terms of Reference and 2018 Workplan (2018-COW-8)

A copy of Report #2018-COW-8 of the Commissioner of Planning and Economic Development was received as Attachment #2 to the agenda.

S. McEleney provided a brief overview of the 2018 Workplan initiatives including adding to the Rouge Urban National Park trail network; achieving bronze-level Bike-Friendly status; advancing the Regional Trail Network (RTN); and the upcoming Goodwood Tract open house in March 2018.

- B) Active and Safe Routes to Schools and Health Department Initiatives

A copy of the Metrolinx "Regional Planning for School Travel Project Report" and the "Building Early Healthy Supportive Communities in

Durham Region” Workshop Summary Report were received as Attachments #3 and 4 to the agenda, respectively.

Discussion ensued regarding the Committee’s role in the next steps of the Active and Safe Routes to Schools initiatives. S. McEleney advised the program is under the purview of the Health Department.

Chair Clayton responded to questions regarding how the initiatives will be funded; and whether the Active and Safe Routes to Schools initiatives includes a policy for the cancelling of school buses within Durham Region due to inclement weather.

C) Commissioner’s Report #2018-INFO-06 – Durham Region’s Ontario Municipal Commuter Cycling (OMCC) Program Allocation

A copy of Report #2018-INFO-06 of the Commissioner of Finance was received as Attachment #5 to the agenda.

Discussion ensued regarding the criteria for OMCC approved projects.

Moved by Councillor Joe Neal, Seconded by K. Jones,  
That Discussion Items A) to C) inclusive, be received for information.

CARRIED

**5. Information Items**

A) Update on 2018 Durham Environmental Advisory Committee (DEAC) Awards Nomination Form

A copy of the 2018 DEAC six award categories was received as Attachment #6 to the agenda.

S. McEleney provided an update on the 2018 DEAC awards. She informed the Committee that the calls for nominations are now being accepted; the forms are available on the Regional DEAC website; and reviewed the 2018 Environmental Achievement Awards six categories. She noted the Awards Reception will be held May 30, 2018 at 6:30 PM.

S. McEleney indicated she is available to assist the members with filling out the DEAC nomination form.

B) Letter of Support for Toronto and Region Conservation Authority (TRCA)

A copy of correspondence dated December 12, 2017, to the Ontario Ministry of Tourism, Culture and Sport, regarding a letter in support of an Ontario Sport and Recreation Communities Fund (OSRCF) application for the TRCA was received as Attachment #7 to the agenda.

Moved by Councillor Neal, Seconded by K. Jones,  
That Information Items A) and B) be received for information.  
CARRIED

**6. Other Business**

A) Paul Davidson - Resignation

S. McEleney announced that P. Davidson has resigned from the Durham Trail Coordinating Committee. She noted that staff will be preparing a report to appoint replacement members once these individuals have been selected by their local area municipality.

Chair Clayton thanked P. Davidson for all his work on the Committee.

B) Strava Global Heat Map Dataset

K. Jones inquired into the status for the bulk purchase of the Strava global heat map phone app in partnership with the area municipalities. Discussion followed whether the app could be used to obtain cyclists counts under the Ontario Municipal Commuter Cycling (OMCC) Program.

**7. Next Meeting**

The next regularly scheduled meeting of the Durham Trail Coordinating Committee will be held on Thursday, May 3, 2018, in Room 1-B, Regional Headquarters Building, 605 Rossland Road East, Whitby, at 7:00 PM.

**8. Adjournment**

Moved by Councillor Joe Neal, Seconded by G. Lodwick,  
That the meeting be adjourned.  
CARRIED

The meeting adjourned at 8:48 PM.

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T. Clayton, Chair,  
Durham Trail Coordinating Committee

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C. Tennisco, Committee Clerk

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

## **Regional Municipality of Durham**

### **MINUTES**

#### **DURHAM REGION ROUNDTABLE ON CLIMATE CHANGE**

**February 9, 2018**

A regular meeting of the Durham Region Roundtable on Climate Change was held on Friday, February 9, 2018 in Boardroom LL-C, Regional Municipality of Durham Headquarters, 605 Rossland Road East, Whitby at 1:04 PM.

Present: R. Gauder, Citizen Member, Chair  
Councillor Ashe, Finance & Administration Committee  
Councillor Ballinger, Works Committee  
G.H. Cubitt, Chief Administrative Officer  
C. Desbiens, Citizen Member arrived at 1:07 PM  
Councillor Gleed, Health and Social Services Committee  
J. Kinniburgh, Citizen Member attended the meeting at 1:12 PM  
H. Manns, Citizen Member  
C. Mee, Citizen Member  
Councillor Mitchell, Planning & Economic Development Committee  
B. Neil, Citizen Member  
R. Plaza, Citizen Member  
K. Shadwick, Citizen Member attended the meeting at 1:06 PM  
J. Solly, Citizen Member  
Z. Vonkalckreuth, Citizen Member attended the meeting at 1:07 PM  
M. Vroegh, Citizen Member, Vice-Chair

Absent: Regional Chair Anderson  
T. Hall, Citizen Member  
D. Hoornweg, Citizen Member

#### **Staff**

Present: B. Bridgeman, Commissioner of Planning and Economic Development  
A. Gibson, Director of Corporate Policy and Strategic Initiatives, Office of the CAO  
D. Hoge, Program Coordinator, Climate Change, Office of the CAO  
B. Kelly, Manager of Sustainability, Office of the CAO  
S. Penak, Committee Clerk, Corporate Services – Legislative Services

**1. Adoption of Minutes**

Moved by G.H. Cubitt, Seconded by Councillor Ballinger,  
That the minutes of the regular Durham Region Roundtable on  
Climate Change meeting held on December 8, 2017, be adopted.  
CARRIED

Moved by G.H. Cubitt, Seconded by Councillor Ballinger,  
That the minutes of the regular Durham Region Roundtable on  
Climate Change meeting held on January 12, 2018, be adopted.  
CARRIED

**2. Declarations of Interest**

There were no declarations of interest.

**3. Research on Heat Reduction Standards**

A) Susan Hall, Vice President and Partner, LURA Consulting re: Research on  
Heat Reduction Standards

S. Hall provided a presentation titled Heat Reduction Standards Research and Recommendations. A copy of the presentation was provided to the Committee prior to the meeting as Attachments 3 to 6 to the agenda.

Highlights from the presentation included:

- Agenda
- Research Purpose and Objectives
  - Conduct research to support the development of programs identified in the Durham Community Climate Adaption Plan (DCCAP) 2016
- Research Approach
  - Reflective roofs and reflective pavement
  - Maximum allowable temperatures
- Research Results and Recommendations
  - Reflective roofs and Roofing Materials
  
  - Reflective Pavement and Paving Materials
  - Maximum allowable temperatures

S. Hall stated that the technical requirements for roofs are well established and include the Solar Reflectance Index (SRI); the reflectivity; and the emissivity. S. Hall advised that proposed changes to the Ontario Building Code present an opportunity for Durham Region to establish a by-law requiring reflective roofs. She also stated that a key learning from the

reflective roofs research is the need to engage stakeholders in the development of the strategies and standard for reflective roofs.

S. Hall explained that standards for reflective pavement are in the early stages of development. She stated that a combination of approaches is being used across the United States (US) and Canada to introduce and test reflective pavement solutions. She also explained that more research needs to be completed regarding how much pavement is out there; what percentage does it cover; who owns it; the maintenance required for the pavement; opportunities to identify hotspots for smaller applications; ability to start a pilot in-house (e.g. Durham Region parking lot); and subsequently respond to those results.

S. Hall advised that 26 degrees Celsius is generally accepted as the highest indoor temperature that should be considered in a standard for maximum allowable temperature and that vulnerability to heat-related health risks can be reduced by minimizing exposure to high temperatures, and increasing the options/capacity to cool one's self.

S. Hall responded to questions from the Committee regarding the measured impact of making changes to roofs or pavement; whether there is a significant difference to the temperature if changes are made; what is the business case for making changes; the costs associated with different roofing colours; pavement versus cement roads; maximum temperature standards and any existing programs that builders need to follow to address heat issues when retrofitting buildings; the potential challenges with freeze/thawing; and mandates on reflective roofs and state standards in the US.

B. Kelly noted that staff are looking at the work of the United States Environmental Protection Agency (USEPA), a few municipalities in the United States, and southern cities around the abatement of the urban heat island effect. He stated that their target is to reduce ambient temperature in high temperature situations by 2 to 4 degrees Celsius through the employment of multiple measures.

#### **4. Urban Heat Island Publication**

A) Susan Hall, Vice President, LURA Consulting and Sandra Znajda, Senior Associate, LURA Consulting re: Urban Heat Island Publication

S. Hall and S. Znajda provided a presentation titled Urban Heat Islands Public Information Document. A copy of the presentation was provided to the Committee prior to the meeting as Attachment 7 to the agenda.

B. Kelly provided an additional handout of Land Surface Temperature maps for the eight Durham Region municipalities, dated September 21, 2017 as



supplementary material to the draft Keeping Our Cool: Managing Urban Heat Islands in Durham Region report that was provided to the Committee through email prior to the meeting.

Highlights from the presentation included:

- Outline
- Purpose and Audience
- Key Messages
- Document Overview
- Urban Heat Islands (UHI): The Basics
- UHIs in Durham Region
- Reducing the UHI Effect
- Your Feedback

S. Znajda advised that the purpose of this research is to raise awareness and educate readers around the phenomenon of Urban Heat Islands including the causes and impacts. She stated that the urban heat island effects will be exacerbated by projected climate changes and urban growth within Durham Region and that action needs to be taken to lessen and prevent the impacts of UHIs in Durham Region.

S. Hall and S. Znajda responded to questions from the Committee regarding the potential negative environmental effects from reducing urban heat islands; any unintended consequences; and why some rural areas of the Land Surface Temperature maps would indicate a high land surface temperature when there are no buildings and pavement to create an UHI.

B. Bridgeman responded to questions regarding the growth in Seaton and whether the recommendations in the presentations can be implemented to some of the plans that Durham Region has already undertaken; and if there is anything the Committee can do going forward to have landowners incorporate these initiatives.

S. Hall and S. Znajda asked for feedback on the presentation and asked the following questions:

- Content: Would any additional information help the reader better understand urban heat islands?
- Tone: Does it adequately reach the target audience?
- Maps: Are the examples provided sufficiently clear?

Comments from the Committee included:

- Inclusion of multiple pictures;
- Identification of parks; lands; and greenspaces;

- Time of day the Land Surface Temperature maps were taken; direction of the wind; immediate weather prior to the snapshot and then compared to a week later;
- Bring the maps down to street level;
- Accessibility of the maps once uploaded onto the Regional website such as the issue of colour as some residents are color-blind;
- European data:
  - What have European cities done where density is greater;
- Southern hemisphere information;
- Taking from the work that the US has done since they have established standards and mandates;
- Relevance of asthma and will it increase from UHIs;
- Three facilities identified in Durham with white roofs (GO train east rail facility in Whitby, expansion of the Oshawa mall and the Costco in Oshawa); and
- Ask individuals who have retrofitted their businesses or homes with reflective roofs how it is going and if they've noticed any significant changes

## **5. Other Business**

### **A) Ford CEO: Take back the streets**

J. Solly informed the Committee of the recent speech made by the president of Ford in the US on January 9, 2018. He stated that Ford is taking a user-centered, systems-level design approach to mobility. He also stated that Ford is strengthening its automotive business and making a strategic shift to capitalize on opportunities with respect to the broader mobility space which will also include walking and cycling.

### **B) Sustainable Communities Award**

G. H. Cubitt and B. Kelly attended the Federation of Canadian Municipalities Sustainable Communities Conference on February 8, 2018 in Ottawa, where they accepted the Sustainable Communities Award for the Region of Durham's Community Climate Adaptation Plan on behalf of the Region of Durham. This award recognizes and celebrates sustainability leaders and trailblazers in municipalities across Canada.

C. Rochon provided a TED-talk on the Region of Durham's Community Climate Adaptation Plan at the conference that was very well received.

C) Durham Climate Change Symposium

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B. Kelly informed the Committee that the Durham Climate Change Symposium was oversubscribed which included a wait-list on February 9, 2018 and that it was very successful and well received. He noted that the morning's session allowed the Advisory Committees to address two gaps in the DCCAP which will result in the re-launch of the Agricultural Task Force and re-invigorating the Food Security Task Force. B. Kelly gave recognition to the Durham Environmental Advisory Committee and the Durham Agricultural Advisory Committee.

D) Ontario Centres of Excellence Funding

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M. Vroegh announced that the Ontario Centres of Excellence made a presentation in December 2017 regarding their Target Greenhouse Gas Emissions Program and \$51 million of funding that went towards Ontario industrial programs to reduce GHG emissions. He stated that they also kicked off a \$200 million fund for 2018 and the first two rounds of submissions had concluded in January 2018. Submissions included: the Low carbon fuel project at St. Mary's Cement; Gold Corp., an Electric Gold Mine in Northern Ontario utilizing electric vehicles instead of diesel vehicles; General Motors (GM) and Walker Environmental, taking landfill gas from the Thorold site and piping it underground to the GM Welland site; and Anaerobic Digester with StormFisher, producing renewable natural gas into the Union Gas pipeline.

**6. Date of Next Meeting**

The next regular meeting of the Durham Region Roundtable on Climate Change will be held on Friday, March 9, 2018 starting at 1:00 PM in Room LL-C, Regional Headquarters Building, 605 Rossland Road East, Whitby.

**7. Adjournment**

Moved by Councillor Ballinger, Seconded by B. Neil,  
That the meeting be adjourned.  
CARRIED

The meeting adjourned at 2:56 PM.

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R. Gauder, Chair, Durham Region  
Roundtable on Climate Change

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S. Penak, Committee Clerk

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

## **The Regional Municipality of Durham**

### **MINUTES**

#### **DURHAM ENVIRONMENTAL ADVISORY COMMITTEE**

**February 15, 2018**

A regular meeting of the Durham Environmental Advisory Committee was held on Thursday, February 15, 2018 in Boardroom 1-B, Regional Municipality of Durham Headquarters, 605 Rossland Road East, Whitby at 7:04 PM.

Present: G. Carpentier, Scugog  
S. Clearwater, Whitby  
C. Duffy, Post-Secondary Member  
J. Henry, Regional Councillor, City of Oshawa arrived at 7:17 PM  
C. Junop, Youth Member  
W. Moss-Newman, Oshawa, Member at Large  
C. Pettingill, Second Vice-Chair, Brock  
E. Porter, Youth Member  
K. Sellers, First Vice-Chair, Ajax  
M. Thompson, Ajax, Member at Large

Absent: O. Chaudhry, Pickering  
G. Layton, Uxbridge, Member at Large  
H. Manns, Chair, Clarington  
K. McDonald, Uxbridge  
K. Murray, Clarington, Member at Large  
D. Stathopoulos, Member at Large

#### **Staff**

Present: A. Bathe, Project Planner, Planning & Economic Development Department  
B. Laverick, Project Engineer, Works Department  
S. Penak, Committee Clerk, Corporate Services – Legislative Services  
J. Presta, Director, Environmental Services

In the absence of the Chair, K. Sellers, First Vice-Chair, assumed the Chair.

#### **1. Approval of Agenda**

Moved by S. Clearwater, Seconded by C. Pettingill,  
That the agenda for the February 15, 2018, DEAC meeting, as  
presented, be approved.

**CARRIED**

**2. Declarations of Interest**

There were no declarations of interest.

**3. Adoption of Minutes**

Moved by M. Thompson, Seconded by C. Pettingill,  
That the minutes of the regular DEAC meeting held on Thursday,  
January 18, 2018 be adopted.  
CARRIED

**4. Presentations**

A) Barry Laverick, Project Engineer, Region of Durham Works Department, re:  
Duffin Water Pollution Control Plant (WPCP) Reduction Action Plan Study

B. Laverick provided a presentation titled The Duffin Creek WPCP  
Phosphorus Reduction Action Plan Study.

Highlights from the presentation included:

- Agenda
- Duffin Creek Plant: Recent EA History
- Phosphorus Reduction Action Plan Study
- Minister of Environment and Climate Change (MOECC) Algae Study requested by the Town of Ajax
- Ongoing Water Quality Research
- New Lake Erie Phosphorus Limits
  - Studied Lake Erie and recommended new phosphorus limit for wastewater treatment plants in the Lake Erie basin: Legal Phosphorus Limit is 0.05 mg/L
- Proposed Lake Ontario Phosphorus Limits
- Environmental Commissioner of Ontario
  - Before implementing high level of treatment look at lake-wide reduction programs
- Next steps: Collaborative Science and Monitoring Initiative (CSMI) 2018
- Conclusion
- Questions

B. Laverick stated that studies associated with the most recent expansion of the Duffin Creek WPCP have been going on for over a decade. He advised that the information requested by the MOECC included:

- Phosphorus data from the past five years
- Achievable plant performance with optimization
- Assessment of tertiary treatment options
- Determination of lowest effluent phosphorus concentration

- Identify Cladophora growth seasonal window and how to reduce phosphorus during this time
- Feasibility of achieving 0.35 mg/L and 190 kg/d of total phosphorus on an annual basis
- Short, medium and long-term soluble reactive phosphorus reduction strategy

B. Laverick noted that the Phosphorus Reduction Action Plan Study (PRAP Study) that was completed by the Regional Municipality of Durham and the Regional Municipality of York on strategies to further improve phosphorous discharges from the Duffin Creek WPCP has been posted on the Region of Durham website and is available for the public to submit comments to the Ministry until February 23, 2018.

B. Laverick responded to questions from the Committee regarding the reasons for Ajax being included in the study and how residents feel about the feasibility of 0.35mg/L annually; whether incineration is occurring at the Duffin Plant; whether optimization will have a negative impact on the surrounding water fowl; what is the process at the plant and the chemicals used within it; how Duffins' Creek Plant objective concentrations compare to other plants located along Lake Ontario; the nuisance Cladophora situation; different policy receivers; potential of repeat studies during a normal rainfall year; discussions regarding low-tech equipment or remedial action being taken to clean the lakes; and clarification on why optimization was recommended.

J. Presta noted that once the weather is warmer a tour can be arranged for DEAC at the Duffin Creek Water Pollution Control Plant.

## 5. Items for Action

### A) Durham Climate Change Symposium De-Brief

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Discussion ensued regarding the Durham Climate Change Symposium held February 9, 2018.

G. Carpentier noted that there was an excess of 110 attendees and that the response was amazing. He stated that there was good councillor representation and the speakers/presentations were excellent.

A. Bathe advised that once the presenters have confirmed that their presentations can be released, they will be disseminated and posted to the Durham Region website. She noted she would inform the Committee once this occurred.

B) DEAC Homeowners Guide to Climate Change

A. Bathe advised there is potential for the Committee to develop a Homeowners Guide to Climate Change that would reflect the DEAC Workplan. She asked the Committee to think about this idea and bring any ideas or suggestions to the next DEAC meeting to be held on March 22, 2018.

C) Update on Durham College Centre for Food meeting in June

A. Bathe advised the Committee that the June 21, 2018 DEAC meeting will be held at the Durham College Centre for Food at 7:00 PM. She stated the meeting will begin with a tour of the facility followed by the regular meeting afterwards.

D) New Member-at-Large process

A. Bathe announced that S. Clearwater has accepted the position as the new Whitby representative on DEAC.

A. Bathe advised that a letter has been sent to the Town of Whitby to endorse at their next Council meeting and once that occurs DEAC can look for a new member-at-large.

**6. Items for Information**

A) Commissioner's Report #2018-INFO-8 – Climate Change Symposium  
February 9, 2018

A copy of Report #2018-INFO-8 of the Commissioner of Planning and Economic Development was received as Attachment #2 to the agenda.



B) Commissioner's Report #2018-INFO-11 – Source Water Protection Annual Report

A copy of Report #2018-INFO-11 of the Commissioner of Works was received as Attachment #3 to the agenda.

Discussion ensued regarding the 26 risk areas associated with Source Water Protection; where they are located; and if Greenbank is identified as a risk area.

A. Bathe confirmed that Source Water Protection and the 26 risk areas are associated with Wellhead Protection Areas around municipal wells and not related to surface runoff from Greenbank.

C) Commissioner's Report #2018-INFO-14 – Source Water Protection Screening Procedures

A copy of Report #2018-INFO-14 of the Commissioner of Planning and Economic Development was received as Attachment #4 to the agenda.

D) Commissioner's Report #2018-INFO-16 – Amendment to Provincial Transit Funding Agreement for the Phase 1 Highway 2 Bus Rapid Transit Quick Win Project (PULSE)

A copy of Report #2018-INFO-16 of the Commissioner of Finance was received as Attachment #5 to the agenda.

E) Commissioner's Report #2018-INFO-21 – Monitoring of Land Division Committee Decisions of the December 11, 2017 and January 15, 2018 meetings

A copy of Report #2018-INFO-21 of the Commissioner of Planning and Economic Development was received as Attachment #6 to the agenda.

Moved by Councillor Henry, Seconded by G. Carpentier,  
That Information Items A) to E) inclusive, be received for  
information.

CARRIED

**7. Other Business**

A) Natural Areas Neighbours Guide Wall Map

A. Bathe informed the Committee that the Province, just two days ago, sent their finalized natural heritage system information. She stated to stay tuned for a Natural Areas Neighbours Guide Wall Map.

G. Carpentier advised that a few copies of the Natural Areas Neighbours Guide were handed out at the Climate Change Symposium. A. Bathe advised she would send the accessible PDF version of the Natural Areas Neighbours Guide to the Committee.

B) Durham Region Pulse Bus and Transit

Councillor Henry noted the success of the Durham Region Pulse Bus that runs from Mary Street in Oshawa to the University of Toronto Campus in Scarborough. He stated that it has moved over 800,000 people and that a number of cars have been taken off the road because one fare is now able to take a passenger in a complete circle. He also noted that the Durham Region Pulse Bus is run by Durham Regional Transit and not Metrolinx.

Discussion ensued regarding a statistical analysis of how many cars have been taken off the road; the Oshawa Trail Network; what information is gathered through travel time studies; and a general sense of the number of people that commute and what modes of transportation they use.

A. Bathe advised the Committee that they are in the process of getting a Transit Planner in place.

C) Forests Ontario Annual Conference Update

K. Sellers advised the Committee that she attended the Forests Ontario Annual Conference on February 9, 2018. She noted that there were great presentations focusing on climate change and that the keynote speaker was Mark Robinson from Storm Hunters. She also noted that there were almost 400 attendees at the conference.

D) Port Granby Project Citizen Liaison Group (CLG)

S. Clearwater notified the Committee that her application had been accepted to sit on the Port Granby CLG on behalf of DEAC. She noted that she had a tour of the project; received an orientation; and will report back to the Committee throughout the year.

E) The Diet That Helps Fight Climate Change

C. Pettingill showed a short YouTube video from the University of California titled: The diet that helps fight climate change, by conservation scientist Dr. M. Sanjayan. The video explores the surprising elements of our lives that contribute to climate change and the groundbreaking work being done to fight back.

**8. Next Meeting**

The next regular meeting of the Durham Environmental Advisory Committee will be held on Thursday, March 22, 2018 starting at 7:00 PM in Boardroom 1-B, Level 1, 605 Rossland Road East, Whitby.

**9. Adjournment**

Moved by Councillor Henry, Seconded by M. Thompson,  
That the meeting be adjourned.

CARRIED

The meeting adjourned at 8:55 PM

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K. Sellers, First Vice-Chair, Durham  
Environmental Advisory Committee

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S. Penak, Committee Clerk