



# The Regional Municipality of Durham

## COUNCIL INFORMATION PACKAGE

### April 18, 2019

#### **Information Reports**

- [2019-INFO-21](#) Commissioner of Planning and Economic Development – re: Monitoring of Land Division Committee Decisions of the March 18, 2019 Meeting

#### **Early Release Reports**

There are no Early Release Reports

#### **Staff Correspondence**

1. [Memorandum from John Henry, Regional Chair and CEO](#) – re: Letter to Phil Verster, President and CEO, Metrolinx, regarding Lakeshore East Go Rail Extension to Bowmanville

#### **Durham Municipalities Correspondence**

1. [City of Oshawa](#) – re: Resolution passed at their Council meeting held on April 8, 2019, in consideration of the Region of Durham's resolution with respect to Drafting a Streamlined By-law Regarding Recreational Cannabis Across the Region
2. [City of Oshawa](#) – re: Resolution passed at their Council meeting held on March 18, 2019, regarding City comments on the Region of Durham's Draft Durham Community Energy Plan
3. [Town of Ajax](#) – re: Resolution passed at their Council meeting held on April 15, 2019, in support of the development of an airport in the City of Pickering in principle

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

1. [Township of Tudor and Cashel](#) – re: Resolution passed at their Council meeting held on April 2, 2019, requesting that the cost for service delivery for hydro is affordable and fair to all individuals

#### **Miscellaneous Correspondence**

There is no Miscellaneous Correspondence

**Advisory Committee Minutes**

1. Accessibility Advisory Committee (AAC) minutes – [March 26, 2019](#)

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

Notice regarding collection, use and disclosure of personal information:

Written information (either paper or electronic) that you send to Durham Regional Council or Committees, including home address, phone numbers and email addresses, will become part of the public record. If you have any questions about the collection of information, please contact the Regional Clerk/Director of Legislative Services.



# The Regional Municipality of Durham Information Report

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From: Commissioner of Planning and Economic Development  
Report: [#2019-INFO-21](#)  
Date: April 18, 2019

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**Subject:**

Monitoring of Land Division Committee Decisions of the March 18, 2019 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 March 18, 2019 (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 March 18, 2019 Meeting

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<sup>1</sup> 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 current Chair is Gerri Lynn O'Connor, the Township of Uxbridge's representative. The LDC meets monthly and considers approximately 150 consent applications per year.

Respectfully submitted,

Original signed by

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



## Attachment 1: Monitoring of Land Division Committee Decisions for the Meeting Date of Monday, March 18, 2019

Appeal Deadline: Tuesday, April 16, 2019

LD File Number	Owner	Location	Nature of Application	Regional Official Plan	LDC Decision
LD 016/2019	DeJong, Brian	Part lot 17, Conc. 9 Twp. of Scugog	Consent to sever a 0.725 ha non-farm related rural residential parcel of land, retaining a 37.28 ha agricultural parcel of land. Application is for a surplus farm dwelling.	Conforms	Approved unanimously
LD 017/2019	Beckett, Catherine Beckett, Martyn	Part lot 27, Conc. 2 Town of Whitby	Consent to add a vacant 9.8 m2 residential parcel of land to the west, retaining a 645.9 m2 residential parcel of land with an existing dwelling to remain.	Conforms	Approved unanimously
LD 018/2019	Dimagiba, Miko	Part lot 27, Conc. 2 Town of Whitby	Consent to add a vacant 12.7 m2 residential parcel of land to the east, retaining a 285.2 m2 residential parcel of land with an existing dwelling to remain.	Conforms	Approved unanimously
LD 019/2019	McLean, Mike	Part lot 29, Conc. BFC Town of Whitby	Consent to grant a 1.771 ha access easement in favour of the property to the west, retaining a vacant 1.677 ha residential parcel of land.	Conforms	Approved unanimously
LD 022/2019	Lack, Phil Lack, Pamela	Part lot 23, Conc. 11 Twp. of Scugog	Consent to add a 115.5 m2 vacant rural residential parcel of land to the east, retaining a 529.5 m2 rural residential parcel of land with an existing dwelling to remain.	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 023/2019	Lack, Pamela	Part lot 23, Conc. 11 Twp. of Scugog (former Cartwright)	Consent to add a 11.6 m2 vacant rural residential parcel of land to the west, retaining a 333.4 m2 rural residential parcel of land with an existing dwelling to remain.	Conforms	Approved unanimously
LD 025/2019	McDowell, Lindsey	Part lot 18, Conc. 8 City of Pickering	Consent to sever a 1,721.52 m2 vacant residential parcel of land, retaining a 1,035.22 m2 residential parcel of land with an existing dwelling to remain.	Conforms	Approved unanimously
LD 027/2019	Koukidis, Tom Koukidis, Constantin	Part lot 28, Conc. 2 Town of Whitby	Consent to sever a vacant 694.325 m2 residential lot, retaining a 694.325 m2 residential lot with an existing dwelling to be demolished.	Conforms	Approved unanimously
LD 028/2019	Lalani, Mustaque	Part lot 6, Conc. 2 Town of Ajax	Consent to sever a vacant 6,838.4 m2 parcel of land, retaining a vacant 16,669.2 m2 parcel of land for future commercial development.	Conforms	Approved unanimously



April 11, 2019

The Regional Municipality  
of Durham

Office of the Regional Chair

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**John Henry**  
Regional Chair and CEO

Mr. Phil Verster  
President and CEO  
Metrolinx  
97 Front Street West  
Toronto, Ontario  
M5J 1E6

Dear Phil:

Thanks again for dedicating the time to tour Durham and meet with our inter-municipal team on Monday. Seeing the pace and location of growth in the Region, we hope you have a better sense of the potential for rapid transit to make a significant difference in our community. We agree wholeheartedly with your assessment that transit leads development. That is exactly what we aim to achieve with the Lakeshore East extension.

You mentioned several times on Monday that your staff are updating the Initial Business Case for the project with new information. You also noted that you are looking at “all the options” from routing and service level perspectives to see what combination will bring the Benefit Cost Ratio above 1.0.

I urge you to include Regional and local staff in that discussion. They can provide the most current data and intelligence with respect to the types and timing of development occurring in our lakeshore communities. As well, Durham Region Transit can advise on how local transit can support riders to reach the new GO stations.

Since we aren't presently aware of the options you are investigating, I wanted to reiterate why having the GO Rail East extension north of Highway 401, as approved in the 2011 Environmental Assessment, is so urgent and critical to the Region.

For more than a decade, **this route and associated stations have been key components of our future land use and transportation network plans** in Durham Region. The proposed route and stations are north of Highway 401 where the bulk of our current population resides and in central areas planned for intensification as required by the Provincial Growth Plan.

If this information is required in an accessible format, please contact the Accessibility Co-ordinator at 1-800-372-1102 ext. 2009.

These four stations will open new catchment areas for GO ridership, stimulate job creation, and mixed-use development around the stations, and support land value uplift. These station locations can be more effectively integrated into local transit and active transportation networks. This means GO East Rail also will become a viable travel option for pedestrians and cyclists who can't easily access the existing Oshawa GO station. Access to stations will not be reliant on a few congested bridges over the 401. The LSE extension as proposed puts the train service closer to where the people are now and will be in future. As we noted in our presentation (attached), the promise of the extension has already stimulated development around the future stations.

Along with rapid transit on Highway 2 and Simcoe Street, the Lakeshore East extension is a key pillar of our recently updated 2031 Transportation Master Plan. The Region is advancing \$150 million in related infrastructure projects to support the extension in our capital program. This is being done so that we have the facilities and infrastructure in place to serve the projected demands and efficiencies of the new GO Stations.

Important elements are already in hand or underway: the Environmental Assessment is approved and Metrolinx owns property for three of the station sites (Downtown Oshawa, Courtice and Bowmanville). The interim station supporting bus service from Courtice was recently opened. To support the Province's new approach to developing the stations, the Region is hiring a land economist to advise us on land value uplift potential and possible financing strategies. Developers interested in TOD at the station sites in Durham have been identified and discussions with them have begun.

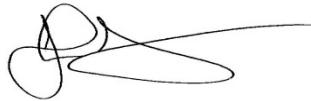
In the next 12 years, our population will grow by 270,000 people. To attract these new residents as new riders, frequent reliable transit must be present **when they arrive**. Creating the transit infrastructure is urgent. Regional staff estimates that the process for design, property acquisition, utility relocations and construction involved in this complex project will take several years. To deliver the project by 2024 as announced will be challenging and require close collaboration among all the partners. We need to start immediately.

Our meeting this week of Metrolinx and the local partners was a great first step and much appreciated. We look forward to resuming staff-level coordination meetings in the next few weeks. I urge you to bring senior Regional and local staff into the discussion of options to assist in articulating the benefits from the community and ridership perspectives. I also suggest that Metrolinx hold a Townhall Meeting in the Region as you did in Kitchener, so that you can hear from Durham residents directly.



The Region and Durham Region Transit have planned a future that includes the GO Rail East extension. We are eager to collaborate with Metrolinx as you move forward with this project which will help move our communities. I would suggest, we establish a formal process for regular input from Regional and local staff, discussion and updates. We look forward to meeting again soon to discuss the project plans, timelines and ongoing collaborative process.

Yours truly,

A handwritten signature in black ink, appearing to read 'John Henry', with a long horizontal flourish extending to the right.

John Henry  
Regional Chair and CEO

c: Donald Wright, Chair of Board of Directors, Metrolinx  
Dan Carter, Mayor, City of Oshawa  
Adrian Foster, Mayor, Municipality of Clarington  
Don Mitchell, Mayor, Town of Whitby  
Elaine Baxter-Trahair, Chief Administrative Officer  
Brian Bridgeman, Commissioner of Planning and Economic  
Development  
Vincent Patterson, General Manager, Durham Region Transit  
Susan Siopis, Commissioner of Works

Attachment:

Slide Presentation: Lakeshore East GO Rail Extension to  
Bowmanville, April 8, 2019

# Lakeshore East GO Rail Extension to Bowmanville

For discussion with Metrolinx  
Chair D. Wright and  
President and CEO P. Verster

April 8, 2019



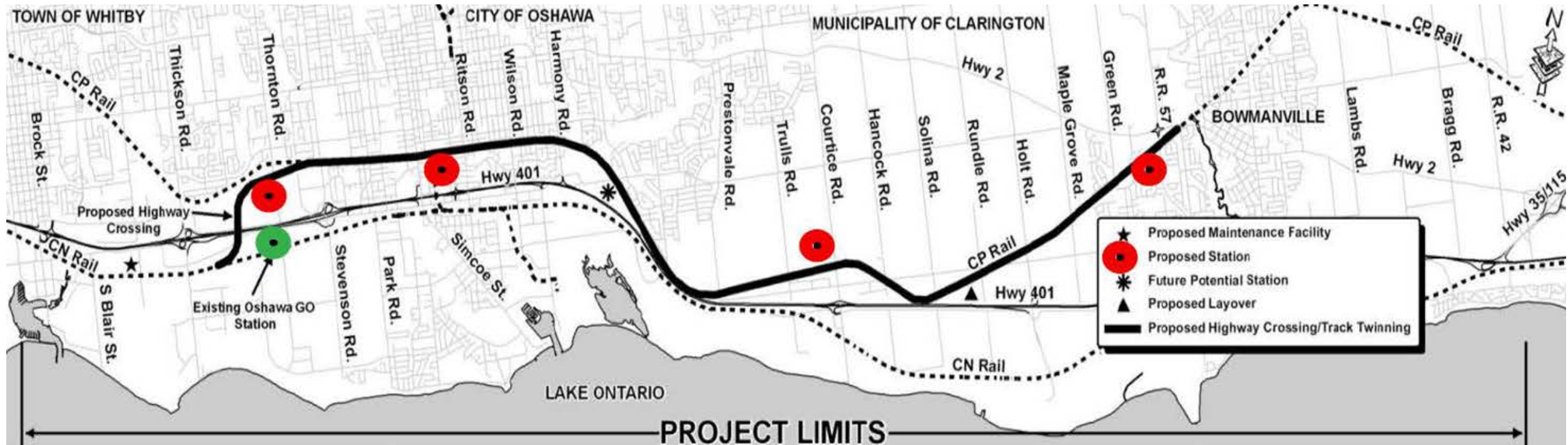
# Confirm Lakeshore East GO Rail Extension



**The Province's commitment to delivering the Lakeshore East (LSE) GO rail extension to Bowmanville by 2024 is critical because:**

- Durham Region is poised for significant growth – almost double by 2041
- Durham is committed to developing transit to
  - Improve connections
  - Shape growth
  - Unlock development potential at new station areas
  - Is a catalyst to job creation and city building
- LSE GO Rail extension is a pillar of our rapid transit network

# Lakeshore East GO Rail Extension



**20 km and 4 new stations by 2024**  
**\$550 million investment**

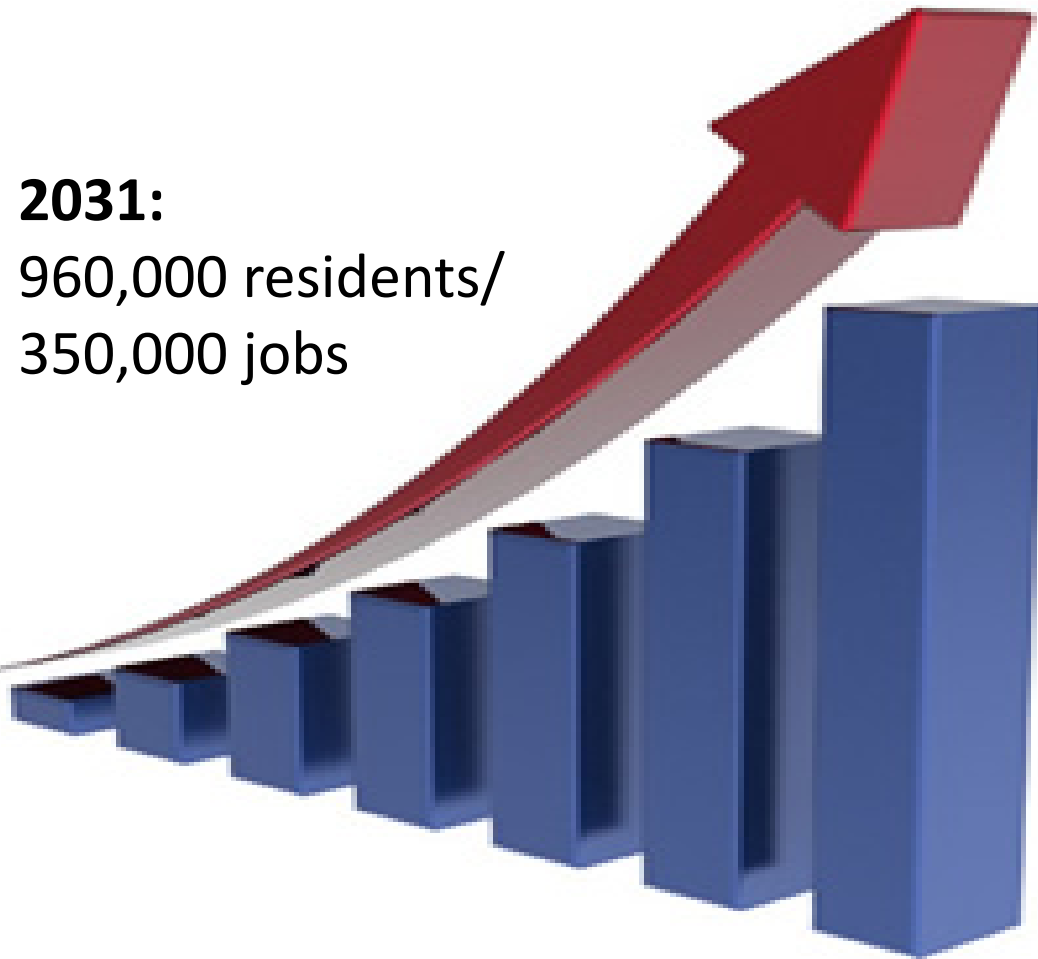


# Extension Addresses Regional Transportation Challenges

- Population growth
- Disconnected transit
- Congestion
- Competitiveness
- Demographic change
- Urbanization
- Clean environment



# Population Growth Will Create Demand



**2031:**  
960,000 residents/  
350,000 jobs

**2041:**  
1.2 million residents/  
430,000 jobs

The population east of Durham Region (**Northumberland County, City of Kawartha Lakes, City of Peterborough and County of Peterborough**) will account for **another 408,000** by 2041.

# LSE GO Rail Extension – Ridership

- **Forecasts:**
  - 10,700 daily customers
  - Growth – 60,500 new residents and 14,900 new jobs
- **All-day service to Downtown Oshawa will serve:**
  - 8,300 daily commuters (Thornton’s Corners: 3,700, Downtown Oshawa: 4,600)
  - 5,900 new residents and 8,100 new jobs
  - Durham College Whitby Campus
  - Trent University Durham GTA Campus
  - OntarioTech University (formerly UOIT) Oshawa campuses
  - A hub connecting to planned Rapid Transit on the Highway 2 corridor and Simcoe Street

(Source: Metrolinx)

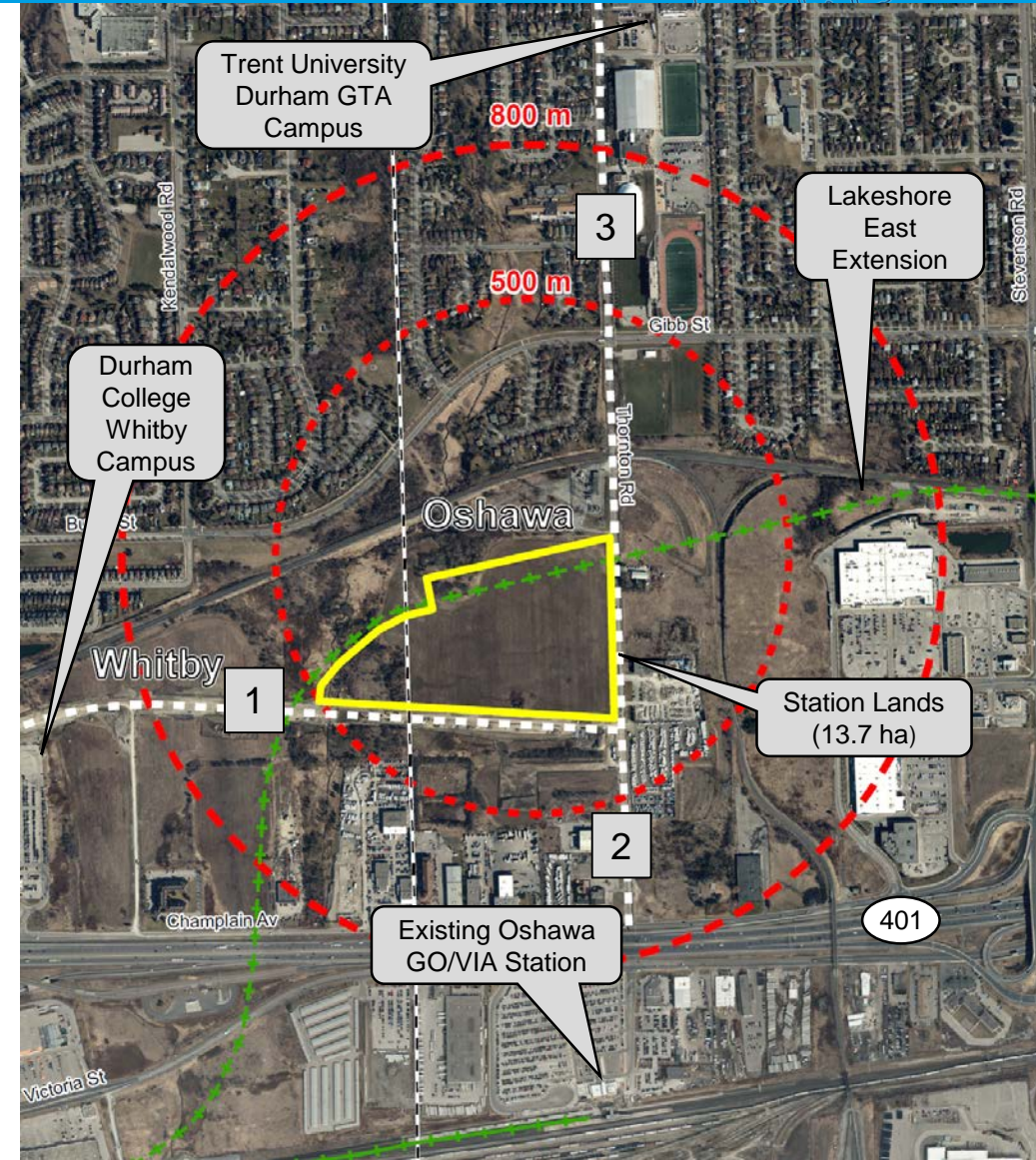




# Station: Thornton's Corners

## In vicinity of station:

- Durham College Whitby Campus
- Trent University Durham GTA Campus
- Development potential:
  - 100 residential units
  - 210,900 m<sup>2</sup> of employment generating uses (office, industrial, retail, commercial)
- Planned road projects:
  1. Consumers (Stellar) Dr. extension under construction - \$19.2 M
  2. Thornton Rd. widening and Champlain Ave. intersection (2019) - \$6.1 M
  3. Thornton Rd. widening and CPR/Metrolinx grade separations (2024) - \$9.8 M
  4. Future Stellar Dr. extension to Laval Dr.



# Station: Downtown Oshawa

## In vicinity of station:

- **Downtown Oshawa Urban Growth Centre (UGC):**
  - 2031 forecast of 5,900 population and 8,100 jobs
- **Development potential:**
  - 2,600 residential units
  - 52,800 m<sup>2</sup> of employment generating uses (office, retail and commercial)
  - Major development applications in progress:
    - A. 135 Bruce St. (Medallion) – 2,241 units
    - B. 446 Simcoe St. S. – 50 units
    - C. 63 Albany St. – 65 units
    - D. Dean Ave. Townhouses – 92 units
- **Planned road projects:**
  1. Gibb St. widening (2021) - \$22.0 M
  2. Gibb St./Olive Ave. connection (2024) - \$20.5 M

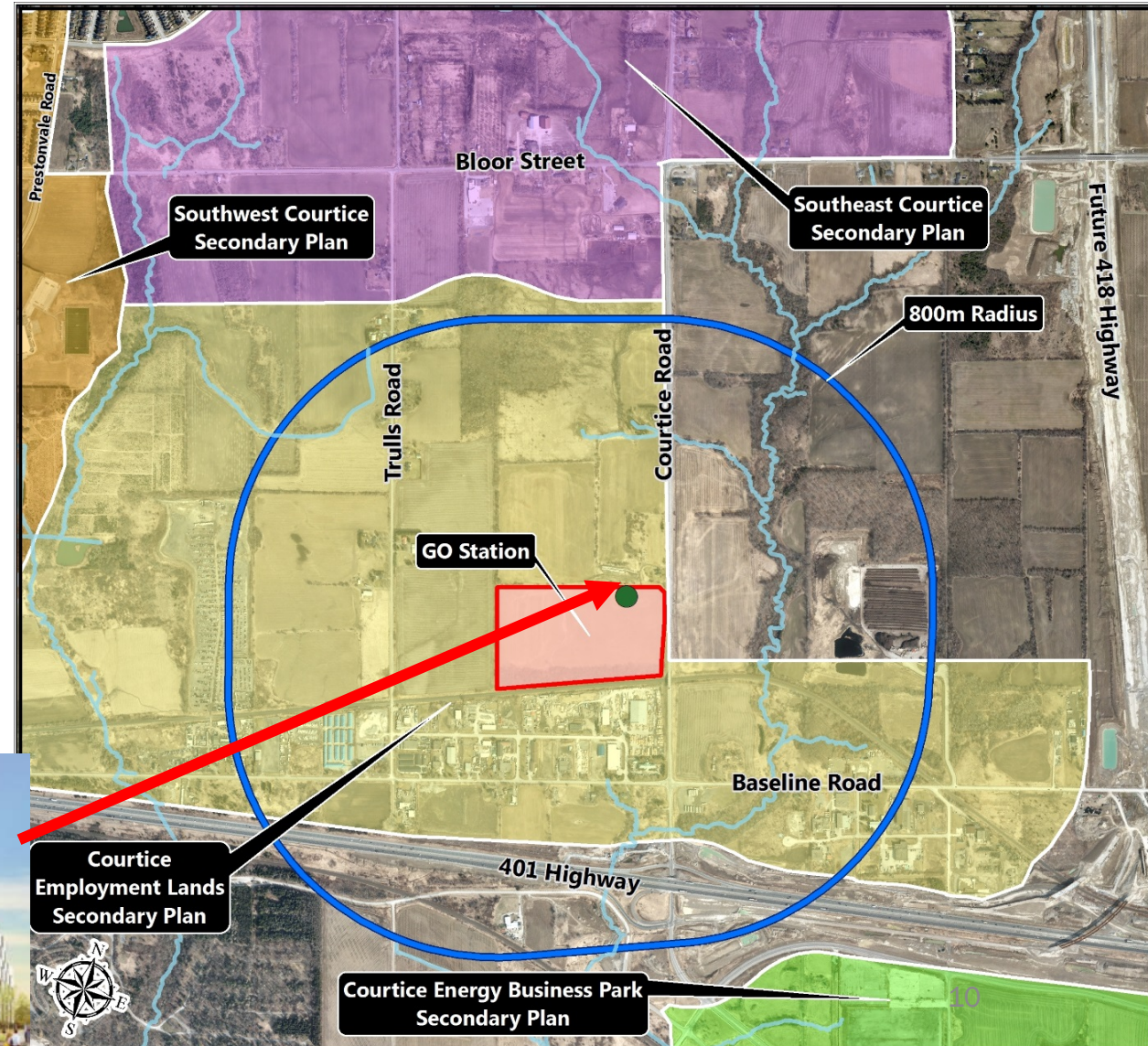


# Station: Courtice

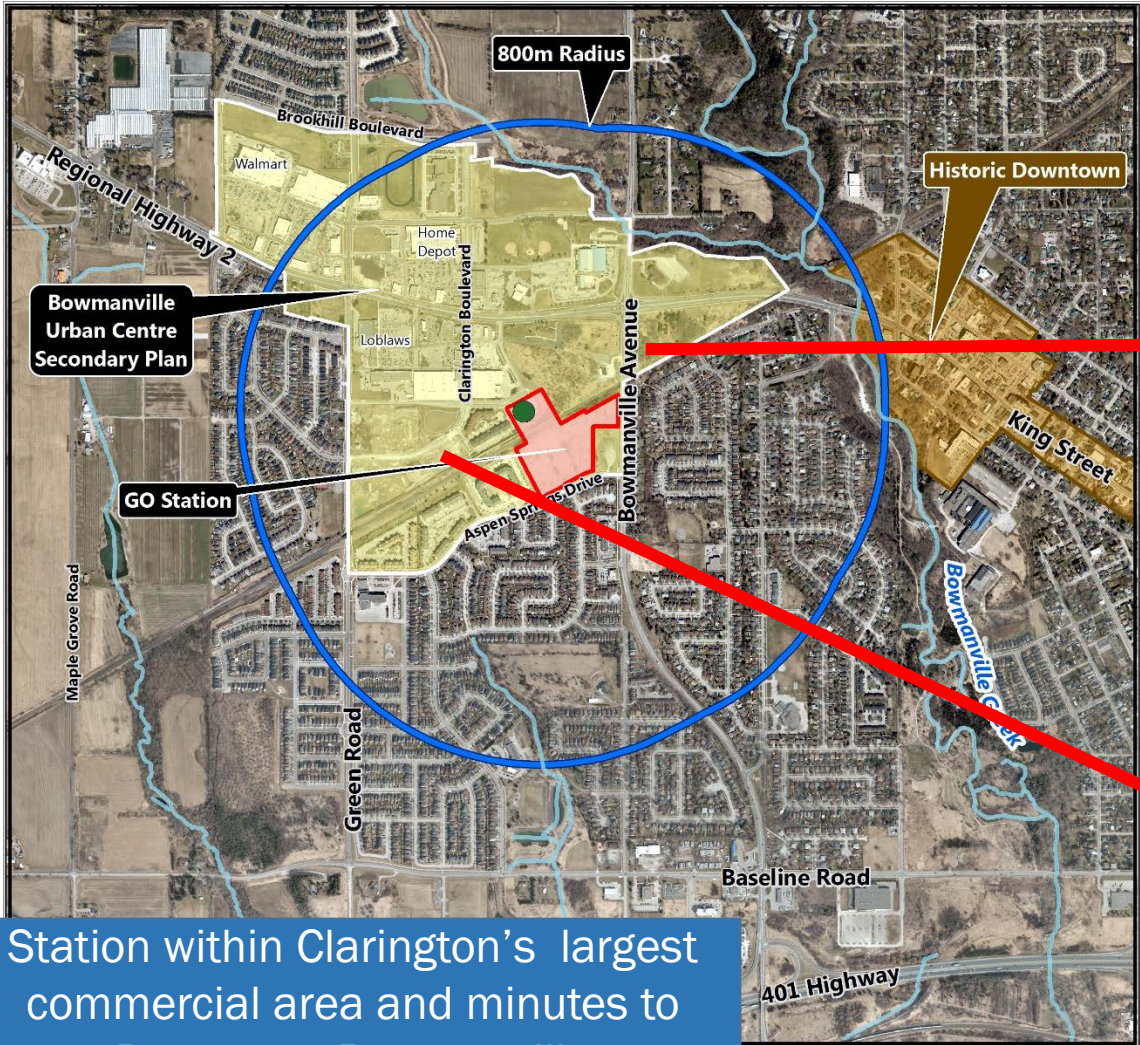
In vicinity of station:

- New secondary plans underway
- Courtice Employment Area: 2031 forecast of 1,000 population and 5,900 jobs
- Clarington Energy Business Park: Potential 223,000 m<sup>2</sup> of job-generating uses
- Bloor (Harmony to Grandview) to be realigned, widened & grade-separated (2025) \$24.2 M
- Widen Prestonvale to Courtice (2026) - \$13.2 M

Planning for high density mixed use developments



# Station: Bowmanville Secondary Plan Update + Approved Applications



Station within Clarington's largest commercial area and minutes to Downtown Bowmanville

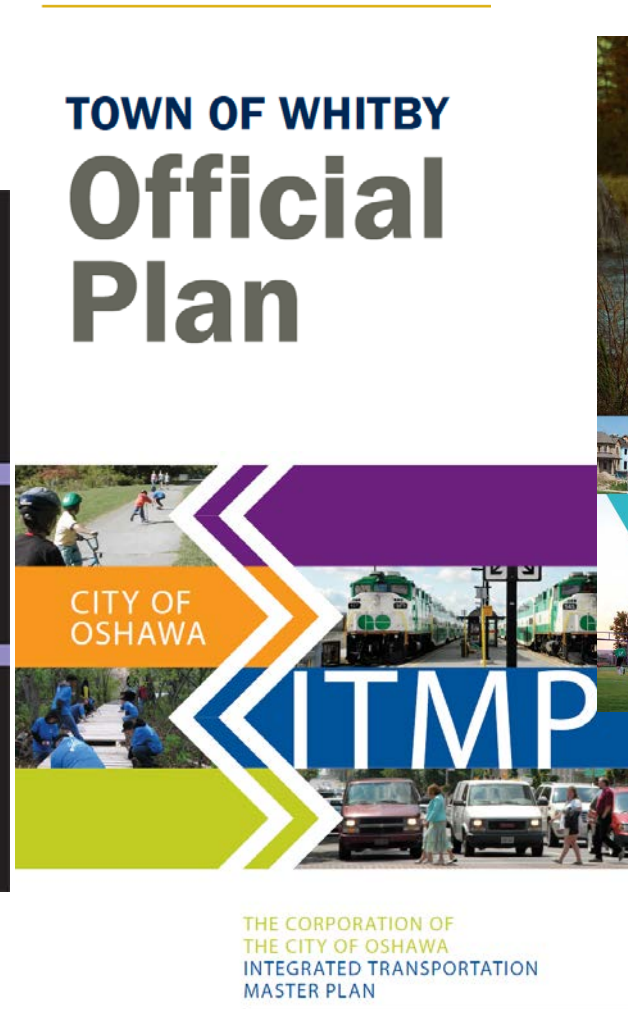
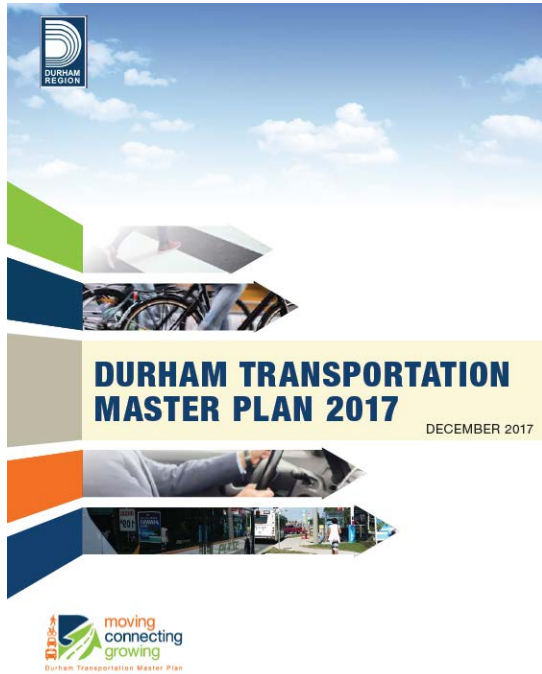


# Station: Bowmanville

## In vicinity of station:

- **Bowmanville West Urban Centre:**
  - 2031 forecast of 2,600 population and 900 jobs
- **Development potential:**
  - 3,300 residential units
  - 25,200 m<sup>2</sup> of office, retail and commercial
  - 4 major development applications in progress with 1,100 units
- **Planned road construction projects:**
  - Bowmanville Ave. widening, Baseline to King ( 2020/21) - \$25.8 M
  - Bowmanville Ave. widening, King to Nash (2025) - \$9.1 M

# Aligned with provincial plans and embedded in local plans



Official Plan  
Office Consolidation Copy

THE CORPORATION OF  
THE CITY OF OSHAWA  
INTEGRATED TRANSPORTATION  
MASTER PLAN

SEPTEMBER 2015



# Transit-oriented Development in Durham



Unleashing major development opportunities

Stimulating private sector investment



Creating significant jobs, business attraction, expansion and retention



Improving quality of life

# Investments by Region and Local Partners



## To make it happen:

- Durham Region is advancing \$150 million in key infrastructure projects to support the LSE extension
- Connecting DRT BRT on Highway 2 and Simcoe is a top priority
- Clarington has purchased property for Metrolinx
- Completing a Central Oshawa GO Station Transportation Review
- Oshawa allocated potential capital funds for GO rail mobility hub
- Potential station investors/developers have been identified
- Land economist to assess value uplift potential around each site
- Planning for each station will be integrated in the MCR
- Holding discussions with potential station development partners



# Thank you!

For additional information, please contact:

Elaine Baxter-Trahair

Chief Administrative Officer

905-668-4113, ext. 3000

Sandra Austin

Director, Corporate Policy & Strategic Initiatives

905-668-4113, ext. 2449





Corporate Services Department  
City Clerk Services

File: A-2100

April 10, 2019

**DELIVERED BY E-MAIL**

(clerks@durham.ca)

Ralph Walton, Regional Clerk/Director of Legislative Services  
Region of Durham

Re: Region of Durham – Drafting a Streamlined By-law Regarding Recreational Cannabis  
Across the Region

This is in response to your correspondence of March 4, 2019 concerning the above-referenced matter.

Oshawa City Council considered the above matter at its meeting of April 8, 2019 and adopted the following recommendation:

“That based on Correspondence CORP-19-28 dated March 4, 2019 from Ralph Walton, Regional Clerk, Region of Durham, staff be directed to work with the Region of Durham on drafting a streamlined by-law regarding recreational cannabis across Durham Region.”

If you need further assistance concerning the above matter, please contact Jerry Conlin, Director, Municipal Law Enforcement and Licensing Services at the address listed below or by telephone at 905-436-3311.

A handwritten signature in black ink, appearing to read "Mary Medeiros".

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Mary Medeiros  
Interim City Clerk

/fb

- c. Corporate Services Department  
Municipal Law Enforcement and Licensing Services  
Legal Services
-

To: Development Services Committee

From: Paul D. Ralph, BES, RPP, MCIP, Commissioner,  
Development Services Department

Report Number: DS-19-31

Date of Report: February 20, 2019

Date of Meeting: February 25, 2019

Subject: City Comments on the Draft Durham Community Energy Plan,  
titled "Seizing the Opportunity: The Clean Energy Economy in  
Durham"

File: B-8000-0066

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## 1.0 Purpose

The purpose of this report is to obtain Council approval of City Comments on the Region's draft Durham Community Energy Plan (D.C.E.P.). To view a copy of the draft D.C.E.P. visit: <https://www.durham.ca/en/living-here/resources/Durham-Community-Energy-Plan/Durham-Community-Energy-Plan-Part-1.pdf>.

Attachment 1 is a summary of the draft Durham Community Energy Plan that was released in Fall 2018 and is entitled "The Clean Energy Economy in Durham: Seizing the Opportunity".

Attachment 2 is a summary of the actions and assumptions in the draft Durham Community Energy Plan.

## 2.0 Recommendation

That the Development Services Committee recommend to City Council:

1. That the comments contained in Section 5.0 of Report DS-19-31 dated February 20, 2019 be endorsed as the City of Oshawa's comments on the draft Durham Community Energy Plan.
2. That a copy Report DS-19-31 dated February 20, 2019 and any related Council resolution be sent to the Building Industry Liaison Team which includes the Durham Chapter of the Building Industry and Land Development Association (B.I.L.D.) and the Durham Region Home Builders Association, the Region of Durham and Durham area municipalities.

### 3.0 Executive Summary

The Region retained the lead consulting group of Sustainability Solutions Group to prepare the Durham Community Energy Plan.

The objective of the draft Durham Community Energy Plan is to accelerate the transition to a clean energy economy in Durham while simultaneously achieving multiple economic, environmental and social benefits.

The Region engaged with stakeholders throughout the development of this Plan to receive feedback.

Durham Region's greenhouse gas reduction target is 80% from the 2007 baseline by 2050, as outlined in the Community Local Action Plan, 2012.

The draft Durham Community Energy Plan identifies the following three model scenarios for the future implementation of the Plan:

- Business as usual
- Business as planned
- Low carbon pathway

The Low carbon pathway was identified as the preferred scenario for this Plan.

This Plan outlines the following six implementation programs to achieve the Region's Greenhouse Gas reduction target:

1. Durham Green Standard
2. Deep retrofits
3. Renewable energy co-operative
4. Electric vehicle joint venture
5. Education and outreach
6. Coordinating land use policies

However, even if all of the programs are implemented, the model suggests that the Region will fall short of its 80% reduction target. Nevertheless, the gap may be addressed by new innovations as the green building industry grows.

Various stakeholder groups participated in engagement sessions and provided feedback on the Plan, including the Corporate Leadership Team, the Oshawa Environmental Advisory Committee and the Building Industry Liaison Team. Oshawa staff also participated in engagement sessions and provided comments.

The draft Durham Community Energy Plan will be forwarded to Regional Council in 2019 for consideration. If approved, the Plan will move to the implementation stage.

## 4.0 Input From Other Sources

Oshawa staff presented the draft D.C.E.P. to internal stakeholder groups for information and to receive comments. It was important for City staff to receive input from various stakeholder groups before providing staff comments to City Council.

### 4.1 Corporate Leadership Team

The Corporate Leadership Team (C.L.T.) supports the development and alignment of corporate strategic and change management initiatives. The C.L.T. assesses risks related to finance, human resources, information technology, administration, security and climate change.

Oshawa Staff presented the D.C.E.P. to the C.L.T. in September 2018, and the following comments were provided:

- Communicating the D.C.E.P. to stakeholders is a significant task.
  - The City will require more clarity on the difference between the D.C.E.P and the Durham Community Climate Adaptation Plan (D.C.C.A.P.), as well as advise on how to implement both plans without duplicating efforts.
  - Clarify all environmental plans in Durham Region to identify the overlap between programs.
  - Before we can consider approving the D.C.E.P. in principle, there must be more information provided on the potential costs to the lower-tier municipalities of implementing the Plan.
- 
- Any programs that exceed legislative requirements such as the Ontario Building Code must be voluntary for the building and development industry to implement. They should not be mandated for implementation by any municipal approval authority.

### 4.2 Oshawa Environmental Advisory Committee

The Oshawa Environmental Advisory Committee (O.E.A.C.) created a working group in September 2018 to review and provide comments on the D.C.E.P. The D.C.E.P. working group produced a report that included the following comments:

- This is a comprehensive document that uses historical data and modelling to predict Greenhouse Gas (G.H.G.) emissions based on three future pathways:
  - Business as Usual (B.A.U.)
  - Business as Planned (B.A.P.)
  - Low Carbon Pathway (L.C.P.)
- The Plan outlines six programs of activity that would support G.H.G reductions.
- O.E.A.C. supports all of the six Implementation programs.

- O.E.A.C. may be able to offer hands-on support with Program 5: Education and outreach, as O.E.A.C.'s mandate involves assisting, advising and educating the community on issues related to the environment.
- O.E.A.C. recommends that the D.C.E.P. be supported so that the Plan may be implemented.
- As noted in the Plan, the modelling predicts a shortfall in achieving the Regional G.H.G. reduction target of 80% by 2050. However this gap is addressed by identifying that new innovations may be developed as the green energy industry grows.
- The Plan addresses collaborative relationships between the Region and municipalities, and suggests a five-year implementation plan, including recommendations for capitalization, fund programming, and ongoing monitoring.
- The Plan is well researched and executable. Moving forward with these measures could help Oshawa and other municipalities move towards energy use and G.H.G. emission reductions, with the support of Durham Region.
- O.E.A.C. recommends further development within the framework of the Plan, and requests to be kept up to date on the progress of the Plan.

#### **4.3 Building Industry Liaison Team**

The Building Industry Liaison Team (B.I.L.T.) provides a means of communication between the City of Oshawa and building and development industry stakeholders.

Oshawa staff forwarded a summary of the D.C.E.P. to the B.I.L.T. for comments, and to advise that the Region was accepting comments through to December 17, 2018. B.I.L.T. comments made at a November 29, 2018 meeting were as follows:

- It is almost impossible to build net-zero homes. Therefore the proposed Durham Green Standard should not be mandatory, and instead be a voluntary or incentive-based program to encourage net-zero, or net-zero ready homes.
- There are too many plans in Durham Region that all attempt to accomplish the same goal [i.e. D.C.E.P., D.C.C.A.P., Durham's Local Action Plan (L.A.P.), and the City's G.H.G. Reduction Plan], with too much overlap between programs in each plan. It is become unaffordable to build homes that conform to all the policies that are being considered.
- Staff need to better inform Councils of the implications of these environmental plans.
- If green standards are being proposed, there needs to be flexibility and possible transitioning policies to better reflect reality (i.e. housing trends, availability of technology and building materials to build net zero homes, etc.).
- B.I.L.T. does not want the City of Oshawa to support the Durham Green Standard.

- B.I.L.T. agrees that net-zero homes is an admirable goal. However at this point in time it would need to be heavily incentivized in order to implement it.
- The roll-out and consultation of the D.C.E.P. and any proposed programs that would impact the building industry (i.e. green building standards) is lacking. The D.C.E.P. would have major impacts on the building industry's ability to conduct business.

## **5.0 Analysis**

### **5.1 Background Information**

#### **5.1.1 What is the Durham Community Energy Plan?**

The purpose of community energy plans is to guide the development, storage, and transmission of energy in communities, and to optimize the associated economic, environmental, health, and social benefits. The development of the D.C.E.P. began in June 2016, and the process of developing this plan consisted of 3 stages:

- Stage 1: Stakeholder Engagement
- Stage 2: Baseline Data Study
- Stage 3: Plan Development

The D.C.E.P. has a 35-year time frame, from 2015 to 2050, and the Plan will apply to all upper tier and lower tier municipalities in Durham Region. This Plan will include all forms of energy, all stages of the energy cycle, and all sectors of the Durham economy.

After stakeholder and public engagement in the fall of 2018, the final Durham Community Energy Plan will be presented in 2019 to Regional and local councils for approval.

#### **5.1.2 Steering Committee**

A Steering Committee was developed and was comprised of municipal representatives from across the Region and distribution companies. The purpose of this committee was to assist in developing the vision and goals for the D.C.E.P., as well as to comment and provide feedback on drafts of the Plan. The Steering Committee included one representative from Planning Services at the City of Oshawa.

#### **5.1.3 Stakeholder Engagement**

In the development of this Plan, four stakeholder engagement sessions were held on the following dates to gather initial input:

- September 20, 2016, Brooklin Community Centre and Library (44 participants)
- February 28, 2017, Oshawa Civic Auditorium Complex (63 participants)
- November 22, 2018, Whitby Centennial Building (2 sessions, 36 participants)

The stakeholders were able to provide feedback and ideas that contributed to the Plan's vision and core programs. The participants at these sessions included representatives from upper and lower-tier municipalities, academic institutions, consulting groups, local



distribution companies, land developers and home building associations, environmental sustainability groups and local businesses.

A summary report of the 2016 and 2017 stakeholder comments was prepared by Durham Region and published on May 2, 2017. The summary report included the following key messages from stakeholders:

- There is a need for financial incentives and disincentives.
- Community design needs to be walkable, integrated and provide mixed-uses.
- D.C.E.P. strategies should decrease G.H.G. emissions and consider existing programs in the D.C.C.A.P.
- There is a need for community partnerships in the implementation of this Plan.

During the 2018 stakeholder engagement sessions participants were asked to work in small groups to discuss and reflect on key questions related to the D.C.E.P. A summary report of the 2018 stakeholder comments was prepared by Durham Region and distributed on December 28, 2018. The summary report included the following key messages from stakeholders:

- The challenge of transitioning to a low-carbon future is multi-faceted. It will require the commitment of all stakeholders with shared roles and responsibilities.
- Communicating the costs, benefits, and return on investment of implementing the L.C.P. is very important.
- Education of the community and all sectors will be necessary to support a successful transition to a L.C.P.
- Involvement of post-secondary institutions will help open the door to innovation and bring the next generation on board to ensure future progress.
- Leveraging existing progress and demonstration projects from Durham Region and elsewhere will be key to making progress.
- A community champion(s) will be essential to a consistent and sustained commitment to the Plan and its successful implementation.

In addition, a representative from the Ontario Building Official Association (O.B.O.A.) attended the 2018 stakeholder session and noted that there is concern regarding the Durham Green Standard Program of the D.C.E.P. The O.B.O.A. is not supportive of any program that requires that building standards that exceed the Ontario Building Code (O.B.C.). The D.C.E.P. is not applicable law and a Chief Building Official cannot rely on it to preclude issuing a building permit.

The Region of Durham asked for public feedback on the draft D.C.E.P. in 2018. A survey was open for public submissions from November 13, 2018 to December 17, 2018 (35 days). A summary report of survey responses has not been distributed at this time.

#### 5.1.4 Targets

In 2012, the Durham L.A.P. identified the following G.H.G. reduction targets (from a 2007 baseline) that were adopted by Regional Council on June 2, 2010:

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

These targets are currently consistent with G.H.G. reduction targets set at the Provincial and Federal levels. However, the Province is currently considering adopting new targets. These targets are also consistent with the targets established in the City's Corporate G.H.G. Reduction Plan. In addition, the scientific community maintains that these specific targets are necessary to limit global warming and prevent catastrophic climate change.

#### 5.1.5 Baseline Energy Data

In 2015, Durham Sustain Ability (D.S.A.) completed an energy and G.H.G. emissions inventory for Durham Region and produced the Durham Community Energy Plan Baseline Energy Study. The study collected energy data (i.e. electricity, natural gas, diesel fuel, propane, wind, solar, nuclear, solid waste, etc.) and compared it to 2017 baseline data within the Region of Durham, segregated the data based on different sectors of the economy (i.e. residential, institutional, commercial, etc.). Based on the inventory, D.S.A. estimated the total G.H.G. emissions resulting from energy consumption in Durham Region.

#### 5.1.6 Financial Contributions

Funding for the D.C.E.P. was provided by several sources. The Ministry of Energy, Northern Development and Mines (formerly referred to as the Ministry of Energy) matched the total funds provided by municipalities and stakeholders, providing a total of \$90,000 for the D.C.E.P. All lower-tier municipalities in Durham Region provided funding for the development of the D.C.E.P. The City of Oshawa contribution totaled \$8,000 and the Oshawa Power and Utilities Corporation (O.P.U.C.) provided an additional \$8,000 for the development of the D.C.E.P. The total financial public sector contributions for the development of the D.C.E.P. was \$180,000.

### 5.2 Summary of the Durham Community Energy Plan

#### 5.2.1 Purpose and Objectives

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

## 5.2.2 Scenarios

Three different scenarios were developed to explore how the degree of program implementation would impact the environment in the long-term.

The Business As Usual (B.A.U.) scenario represents current patterns of energy consumption, while accounting for a population increase and anticipated environmental standards. If the B.A.U. scenario is carried out, G.H.G emissions will increase approximately 20% from baseline levels by 2050.

The Business As Planned (B.A.P.) scenario builds on the B.A.U. to include environmental improvements to the O.B.C., increased building retrofits, and increased adoption of solar photovoltaic (PV) systems and electric vehicles. If the B.A.P. scenario is carried out, G.H.G. emissions will decrease approximately 5% from baseline levels by 2050.

The Low Carbon Pathway (L.C.P.) scenario includes ambitious actions designed to attempt to achieve the Region of Durham's G.H.G. reduction targets. The programs and policies identified in the D.C.E.P. are based on the L.C.P. If the L.C.P. scenario is carried out, G.H.G. emissions will decrease approximately 70% from baseline levels by 2050.

## 5.2.3 Implementation Programs

Following an analysis of the three identified pathways, the L.C.P. was selected as the preferred scenario, as it best aligns with the Durham Region G.H.G. reduction targets. The Plan outlines twenty two (22) suggested actions for significant G.H.G. reductions, which are categorized under six (6) implementation programs (see Attachment 2). The Plan notes that even if all of the identified measures are implemented, the Region will fall short of its 80% reduction target by 2050. However, this gap may be addressed by new innovations as the green building industry grows.

### 5.2.3.1 Durham Green Standard: Enhanced energy performance for new buildings

The objective of this program is to provide a clear pathway and incentives to the building industry in order to increase the performance of new buildings. This is a tiered set of performance measures that is required through the planning approval process (i.e. draft approval of subdivisions). The first level is mandatory through planning approvals, whereas subsequent levels are voluntary. This will include collaboration with utility companies to provide incentives using the Property Assessed Clean Energy (P.A.C.E.) program to provide upfront capital. The P.A.C.E. program is a mechanism for financing energy improvements for residential and commercial properties, by allowing property owners to finance up-front project costs which are paid back over time through voluntary assessments.

### 5.2.3.2 Durham Deep Retrofit Program: Transforming existing buildings

The objective of this program is to implement deep, whole-building retrofits to nearly all residential, commercial, and institutional buildings in the Region over a 30-year period. Retrofits are targeted to groups of buildings (i.e. neighbourhoods or sectors) to pool risk and develop larger projects, including district energy, solar PV, energy storage, etc. This

program would be a partnership with Provincial and Federal governments, utilities, industry and higher education, with investment through the P.A.C.E. program, community bonds, and green bonds.

#### **5.2.3.3 Renewable Energy Co-operative: Stimulating Local Renewable Energy Projects**

The objective of this program is to develop an entity which coordinates the advances of renewable energy objectives outlined in the D.C.E.P. This co-operative includes the Region, municipalities, utilities, industries and other partners, with a mandate to work on district energy, wind, solar, storage and geothermal. The financing for these projects comes from community bonds, loans, and grants from various levels of government.

#### **5.2.3.4 Electric Vehicle Joint Venture**

The objective of this program is to undertake a joint strategy to support electric vehicles and coordinate infrastructure investments and educational activities. This program will establish a technical working group with representatives from relevant organizations to deliver a five-year action plan/roadmap for electric vehicles in the Region.

#### **5.2.3.5 Education and Outreach Program: Engaging the Community**

The objective of this program is to provide education and outreach to support the implementation of the D.C.E.P. This will include representatives from the Region, municipalities and utilities to provide broad-based education as well as targeted stakeholder education.

#### **5.2.3.6 Coordinating Land-use Policies: Sustainable Growth**

The objective of this program is to ensure that policies in official plans and secondary plans support the actions in the D.C.E.P. The Region and municipalities will seek to embed policies that enable or directly conserve energy and reduce G.H.G. emissions into local plans and policies.

### **5.3 Recommendations**

The D.C.E.P. includes six recommendations to implement the actions in the L.C.P.:

1. The D.C.E.P. partners will continue to test novel approaches and identify new strategies to reduce GHG emissions as part of the monitoring and evaluation of the D.C.E.P. New opportunities will be incorporated into the D.C.E.P. in order to address the gap between the Region's GHG targets and the L.C.P. scenario.
2. A central entity is required for leadership and coordination between the municipalities, the Region and other organizations within the community to ensure the implementation of the D.C.E.P. and to take advantage of economies of scale.
3. The partners at the D.C.E.P. should develop a five-year implementation plan based on the six program areas identified in the D.C.E.P.

4. The D.C.E.P should be both recognized and enabled by the forthcoming revisions of the Durham Region Official Plan and local municipal plans.
5. The D.C.E.P. envisions working with financial partners to develop a D.C.E.P. capitalization strategy.
6. The D.C.E.P. envisions implementing a monitoring and evaluation strategy.

#### **5.4 Oshawa Staff Comments**

City of Oshawa staff have participated in stakeholder engagement sessions throughout the development of this Plan. Staff has reviewed the D.C.E.P and provided the following comments:

- Staff support the reduction of G.H.G. emissions and energy consumption as a high level principle. The City of Oshawa has shown leadership in sustainability and energy conservation through the following plans and initiatives:
  - Oshawa Strategic Plan, entitled Our Focus, Our Future
  - Corporate G.H.G. Reduction Plan
  - Support O.E.A.C. programs that promote the protection, enhancement, restoration, management and appreciation of the natural and built environments
  - Support active transportation strategies outlined in the Council approved Integrated Transportation Master Plan and Active Transportation Plan through the advice of the Oshawa Active Transportation Advisory Committee
- Support for the installation of E.V. charging stations at various sites in the City
- Partnership between the New Energy and Industrial Technology Development Organization of Japan (N.E.D.O.) and O.P.U.C. to evaluate the effectiveness of solar PV and electricity storage as a pilot project for about 30 homes in Oshawa
- Staff notes that the L.C.P. is a very aggressive approach to address climate change. However, it is the preferred scenario to reduce G.H.G. emissions and the programs outlined in the D.C.E.P. would help the Region improve energy efficiency, as well as reduce energy consumption and G.H.G. emissions in the community.
- Staff notes that there are several actions in the Durham Local Action Plan (L.A.P.) that are not included in the D.C.E.P. (i.e. Green Affordable Housing and Durham Five Million Trees). The D.C.E.P. should clarify if it will be replacing the L.A.P.
- Staff notes that the D.C.E.P. should consider the balance between financial and legislative considerations and addressing the impacts of climate change. Further, the D.C.E.P. should consider the financial impact on municipalities and seek funding from the Province for the implementation of this Plan.

- Staff recommends that the D.C.E.P. requires clarity and should state that the Plan is an outline of potential programs that would help to achieve the G.H.G. reduction targets.
  - Staff recommends that the D.C.E.P. should state that the implementation of the Plan will be a separate process, in which stakeholders will have opportunity to be involved in. Ultimately the implementation strategies are necessary, identify clear roles and responsibilities, and identify clear funding sources and mechanisms.
  - Staff recommends that there be flexibility in the implementation of the D.C.E.P. (i.e. if municipalities approve the D.C.E.P. in principle, it does not mean that each program is fully supported as it is further developed).
  - Staff does not support the implementation of mandatory building performance standards that exceed the O.B.C. through the planning approval process (i.e. through the approval conditions for a draft plan of subdivision/condominium) as the Chief Building Official cannot enforce anything above and beyond the O.B.C. The D.C.E.P. summary document (Attachment 1) states that "Toronto's Green Standard provides an accepted model program that can be adopted for Durham's conditions" (i.e. the Durham Green Standard). The City of Toronto is advantaged by the City of Toronto Act, which allows the City to apply requirements above and beyond the O.B.C. It is not clear how the Durham Green Standard will be implemented at the local level. If the Region wants these to be mandatory then the Province should be approached to consider changes to the O.B.C. and further consultations with the building and development industry should be held. However, staff will encourage builders to implement voluntary sustainable building performance measures in new developments as they have done in the past and continue to do. The City's Chief Building Official was consulted on this matter as well.
- 
- C.L.T.'s comments must be addressed by the Region as well.

## 5.5 Next Steps

It is anticipated that the D.C.E.P. will be presented to Regional Council for approval in principle in Spring 2019 and seek local municipal and utility endorsement late in 2019. If approved, it will move to the implementation stage to achieve the goals and objectives in this Plan.

## 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 recommendation in this report advances the Accountable Leadership and Environmental Responsibility goals of the Oshawa Strategic Plan.



Warren Munro, HBA, Director,  
Planning Services



Paul D. Ralph, BES, RPP, MCIP, Commissioner,  
Development Services Department

**DURHAM**  
COMMUNITY  
**ENERGY**  
**PLAN**

Item: DS-19-31  
Attachment 1

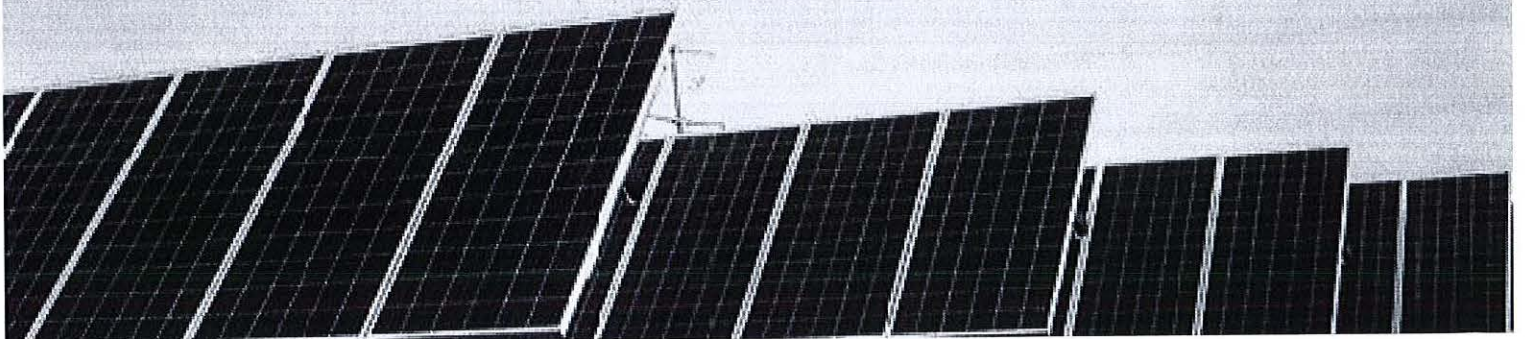
**The Clean Energy  
Economy in Durham:  
*Seizing the Opportunity***

**-SUMMARY-**

**Fall 2018 V2**



Durham Community Energy Plan





# Benefits Of The Clean Energy Economy In Durham

## 1. Reduced energy use

Durham's total energy use declines 51% compared to the Business as Usual (BAU) scenario. All of this reduction results from improved energy efficiency – despite a doubling of population.

## 2. Lower household energy costs

Average annual household energy costs (home and vehicle) decline from \$5,800 currently (in 2016) to \$2,650 in 2050. Over the period, households will each save \$34,600 on energy expenditures.

## 3. Lower total energy expenditures

The Low Carbon Pathway (LCP) reduces energy expenditures across the region by \$1.4 billion (35%) in 2050 compared to the BAU scenario. This is a saving of \$20 billion over the period.

## 4. More renewable energy

Renewable energy increases from 10% of Durham's supply in 2016 to 56% in 2050. Conversely, fossil fuel use drops from 80% to 31%.

## 5. Lower GHG emissions

Durham's greenhouse gas (GHG) emissions are 70% lower in 2050 than under the BAU scenario (and 66% lower than in 2016).

## 6. Less Air Pollution

Air pollution emissions from energy use decline about 70%, especially in the transportation sector. This means easier breathing for everyone.

## 7. Local investment

Households and companies in Durham already invest more than \$5 billion every year in their homes, buildings, vehicles and other energy-using infrastructure. In the Low Carbon Pathway, this would increase by \$1 billion per year to cover the cost of making those investments more energy efficient and renewable. But this \$31 billion incremental investment over 30 years would pay back \$40 billion in energy savings and other revenues. The investment pays for itself.

## 8. Economic Development

Embracing the Low Carbon Pathway will help the Durham economy flourish. Energy investments will bring economic growth and the expenditures and savings will circulate in the local economy, rather than being exported.

## 9. Local jobs created

Local employment is created from investments in energy efficiency and energy generation – about 210,000 person-years of employment over the period. That's an average of 7,000 new jobs each year.

## 10. Increased self-reliance

Durham's self-sufficiency in energy increases from 19% currently to about 56% by 2050.

## 11. Electrification

Electricity's market share in the Durham economy increases from 17% in 2016 to 51% in 2050.

# What Is The Durham Community Energy Plan?

## Introduction:

Community energy plans are intended to guide the development, storage and transmission of energy in communities and to optimize the related economic, environmental, health and social benefits.

## Objectives:

The Durham Community Energy Plan (DCEP) will accelerate the transition to a clean energy economy in Durham while simultaneously achieving multiple economic, environmental and social benefits.

## Time frame:

The time frame for the Plan is the period from 2015 (the base year) to 2050. This 35-year period is enough time to completely replace the energy infrastructure in Durham.

## Scope:

The Plan covers the entire geography of the Durham Region.

It includes all forms of energy: electricity, natural gas, gasoline, diesel, fuel oil, nuclear power, biomass, solar, wind, coal etc.

It covers all stages of the energy cycle: energy generation, transmission, storage and use.

The Plan covers all sectors of the Durham economy:

residential,  
commercial,  
industrial,  
institutional,  
agricultural and  
transportation.



## Project Schedule:

The work to produce the Plan began in June 2016 and is scheduled for completion in early 2019. The process consisted of 3 stages:

Stage 1: Stakeholder Engagement

Stage 2: Baseline Data Study

Stage 3: Plan Development.

## Sponsors and financial contributors:

The Ontario Ministry of Energy, Northern Development and Mines

The Regional Municipality of Durham  
Town of Ajax

Township of Brock

Municipality of Clarington

City of Oshawa

City of Pickering

Township of Scugog

Township of Uxbridge

Town of Whitby

Enbridge Gas Distribution

Oshawa Public Utilities Commission

Veridian Connections

Whitby Hydro

## Where next?

After a period of stakeholder and public consultation in the fall of 2018, the final

Durham Community Energy Plan will be presented in 2019 to Regional and local councils for approval and to the boards of the energy utilities for their support. Then the Plan will move into the Implementation Stage where new organizations and alliances may be required to effectively achieve the goals of the Plan.

# Stage 1 - Stakeholder Engagement

The Monarch Park Group organized two Stakeholder engagement sessions early in the planning process:

Sept. 20, 2016: 44 participants

Feb. 28, 2017: 63 participants

The stakeholders produced the following elements of a vision and key messages for the Durham Community Energy Plan.

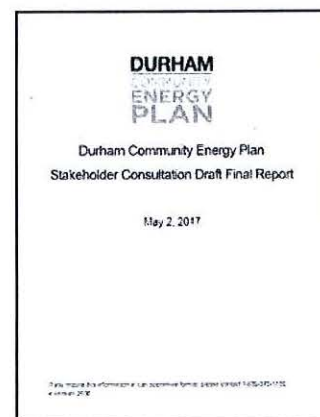


## “ Elements of the Vision:

- *Innovative, smart and diversified energy solutions*
- *Transparent, accountable and committed to the vision*
- *Reduced carbon footprint*
- *Economic prosperity, and community and environmental health*
- *Reliable, resilient, integrated, sustainable and financially viable energy sources*
- *Affordable for all*
- *Community collaboration for innovative solutions*”

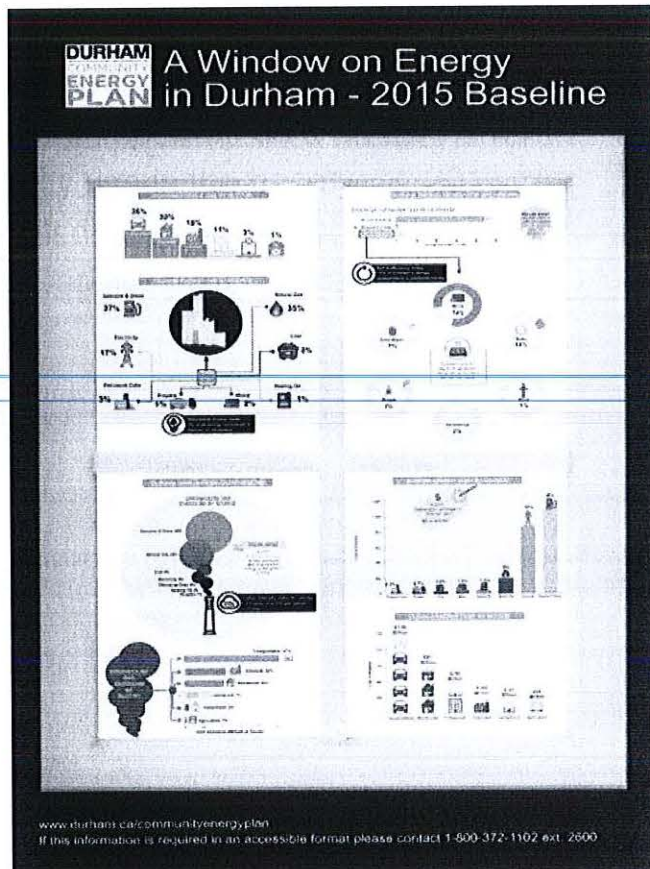
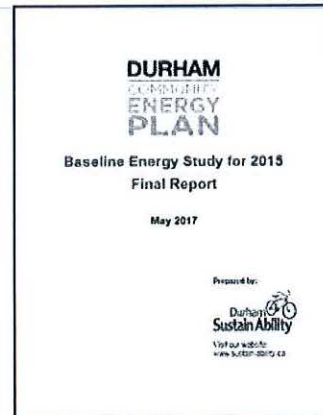
## “ Key Messages:

- *Need for community partnerships*
- *Desire for self-sufficiency – diversify energy sources including renewable energy and decrease consumption*
- *Education and communication are important re. energy literacy, benefits, measures*
- *Need for policy, process and regulatory changes to remove administrative barriers*
- *Need for financial incentives and disincentives*
- *Transportation is key – more electric vehicles; increase transit re. DRT, GO, LRT, cycling and walking*
- *Community design needs to be walkable, integrated, mixed-use*
- *Local employment is important – green businesses with telecommuting to reduce travel*
- *DCEP should decrease GHG emissions and link to the Durham Community Climate Adaptation Plan (DCCAP)*”



## Stage 2 - Baseline Energy Data

A study was undertaken by Durham Sustain Ability to gather, assess and present important data on Durham's energy use in the base year, 2015. A detailed data base was created and an infographic was produced.



### Energy Use by Sector

36% transportation

30% residential

19% industrial

### Energy Supply: (9% renewable)

37% gasoline and diesel

35% natural gas

17% electricity

### GHG Emissions: (7.5 tonnes per capita)

49% gasoline and diesel

33% natural gas

5% electricity

### Energy Costs: (\$2.3 billion/yr.)

48% gasoline and diesel

39% electricity

9% natural gas

## Stage 3 - Plan Development

Developing an energy plan for Durham required the construction of different future scenarios for energy production and use and then modeling and analysis to determine the optimal scenario. Sustainability Solutions Group (SSG), in association with whatIf Technologies, were hired to undertake this analysis and prepare a draft Durham Community Energy Plan. SSG has prepared similar plans for Toronto, Markham, Waterloo Region, Edmonton, Bridgewater, NS and other Canadian municipalities.

### Three Scenarios

#### **BAU: Business as Usual**

Current patterns of energy consumption are extrapolated out until 2050, while accounting for population increases, federal fuel efficiency standards and the impacts of climate change on heating and cooling requirements in buildings.

#### **BAP: Business as Planned**

In addition to the assumptions in the BAU, the BAP scenario reflects the projected increases in provincial building codes, a slight increase in building retrofits in the residential and commercial sectors, an increase in the adoption of building scale solar photovoltaic systems, an increase in electric vehicles and a modest increase in local large-scale solar and wind generation.

#### **LCP: Low Carbon Pathway**

The LCP scenario is a composite of 22 ambitious actions designed to achieve Durham Region's GHG targets. These include new building efficiency standards, extensive building retrofit programs, installation of heat pumps, photovoltaic and wind generation, energy storage, electrification of personal, commercial and transit vehicles, land-use changes and industrial efficiencies.

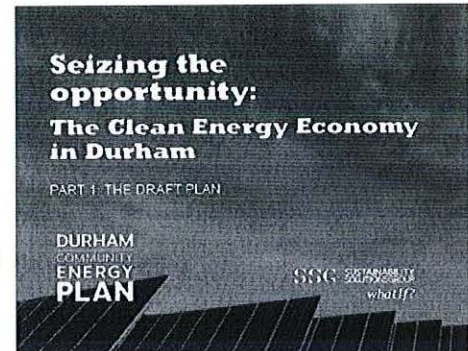
Details of the assumptions for each of these scenarios are presented in Appendix 1.

### Modelling

The assumptions defining the three scenarios and data on Durham's projected growth in population, households, employment and development patterns were entered into the "CityInSight" model to create a detailed model of Durham's energy system and economy.

### Analysis of the Scenarios

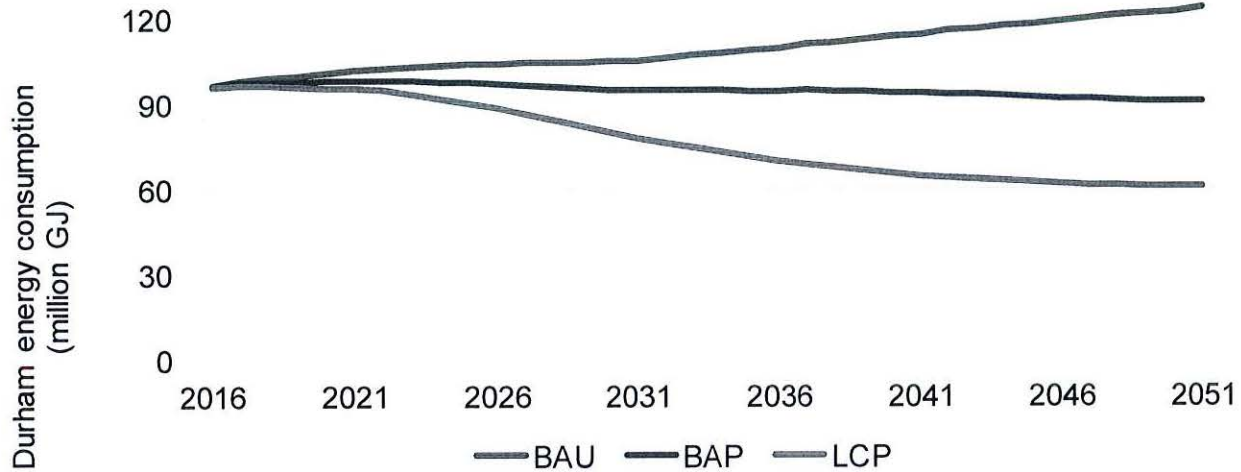
Each of the scenarios was then analysed for a common set of outcomes such as energy consumption, costs, emissions, economic and employment implications. Based on these outcomes, the Low Carbon Pathway was selected as the preferred scenario.



# Results Of The Scenario Analysis

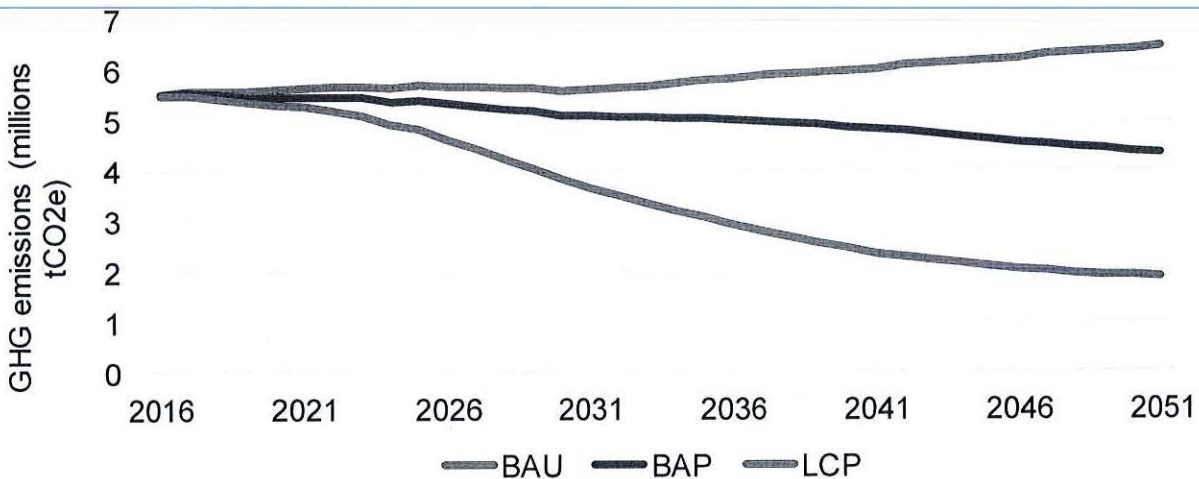
## Total Energy Consumption Reduced

In 2050, total energy consumption under the LCP scenario is 51% less than the BAU scenario and about 37% less than in 2016 (despite a doubling of population). This is mostly due to extensive energy conservation efforts and the inherent efficiency of electric vehicles.



## Lower GHG Emissions

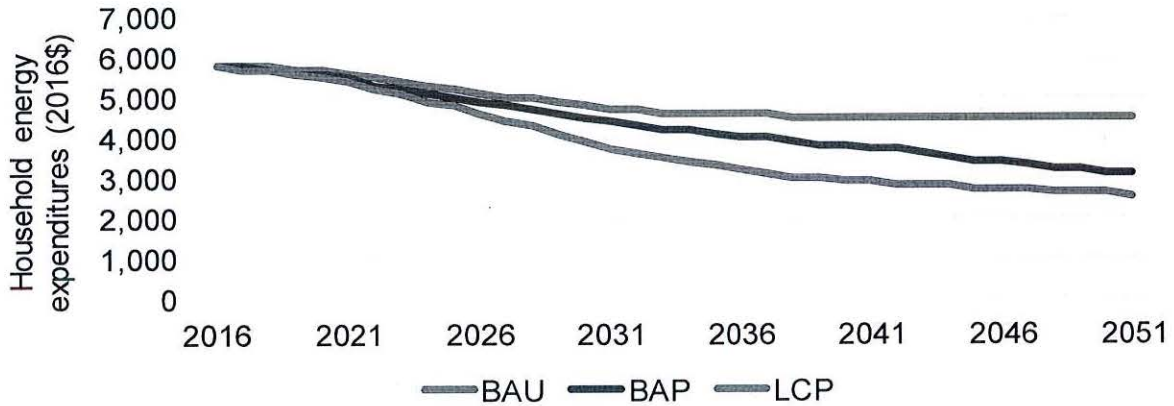
Emissions of greenhouse gases (GHGs) from Durham are 70% lower in 2050 under the LCP scenario than under BAU and 66% lower than in 2016. By extension, air pollution emissions from the energy sector are also reduced about 70%, contributing to improved health.



These dramatic reductions are due to energy efficiency and the switch to low carbon energy (mostly renewables) but don't quite reach Durham's official target of an 80% reduction in GHGs by 2050 from the 2007 base.

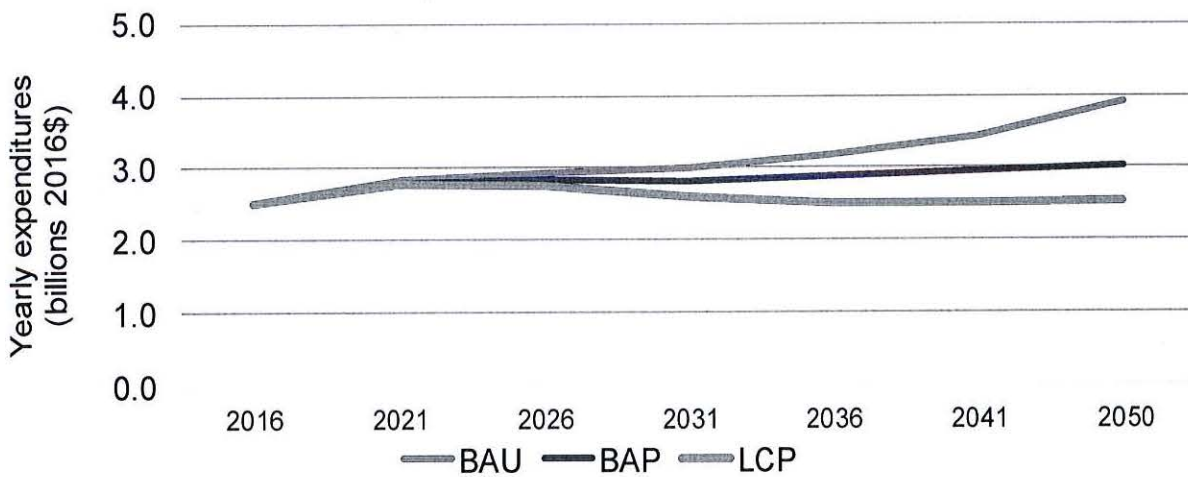
### Household Energy Expenditures Drop Dramatically

Under the LCP, household energy costs (home and vehicles) decline from \$5,800 in 2016 to \$2,650 in 2050 (constant \$), a reduction of 55%. Over the period, the average household will save a total of \$36,500. This is due to energy conservation, lower operating costs for electric vehicles and lower costs for clean energy compared to conventional energy.



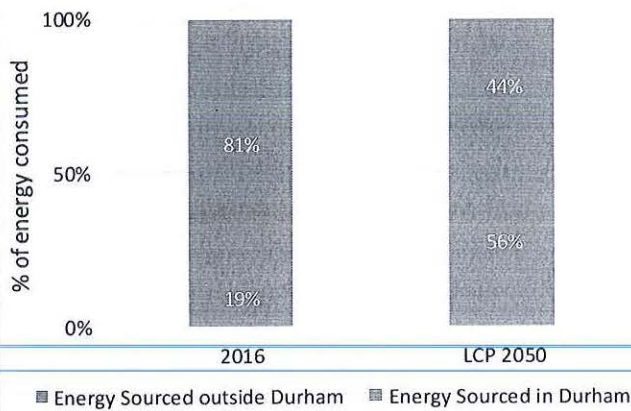
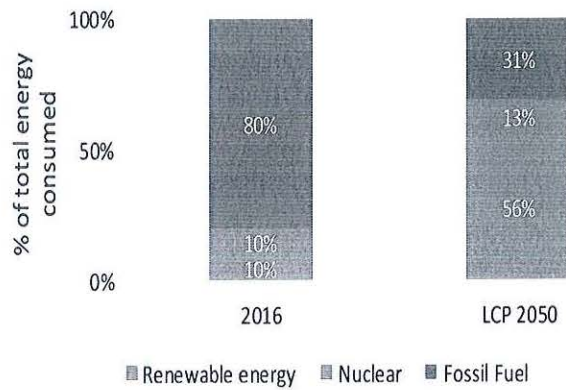
### Total Regional Energy Costs Decline

The total cost of energy in the Region was \$2.5 billion in 2016 and is projected to reach \$3.9 billion under the BAU by 2050. Under the LCP, this declines to \$2.5 billion, a saving of \$1.4 billion in 2050 (a 35% reduction). Over the period, cumulative savings reach \$20 billion in Durham.



### More Renewable Energy

Renewable energy's share of Durham's supply increases from 10% in 2016 to 56% in 2050 under the LCP scenario. Most of this renewable energy is from local sources such as solar, wind and biomass. Fossil fuel use drops from 80% to 31% over the period. Nuclear energy's share increases slightly.

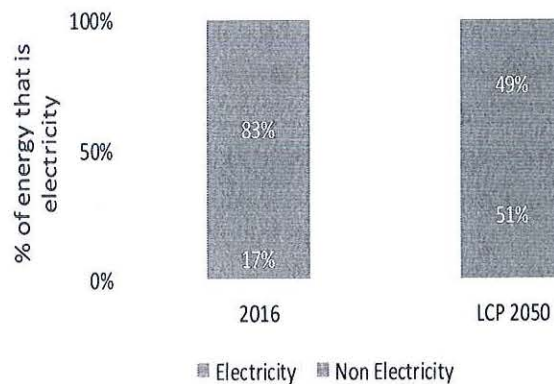


### Increased Energy Self-sufficiency

Currently Durham is about 19% self-sufficient in energy (due mostly to nuclear generation in the Region). Under the LCP, this level of self-sufficiency increases to about 56%. Thus, we would be less subject to energy supply disruptions and economic shocks to the national or global energy system.

### Electrification of the Economy

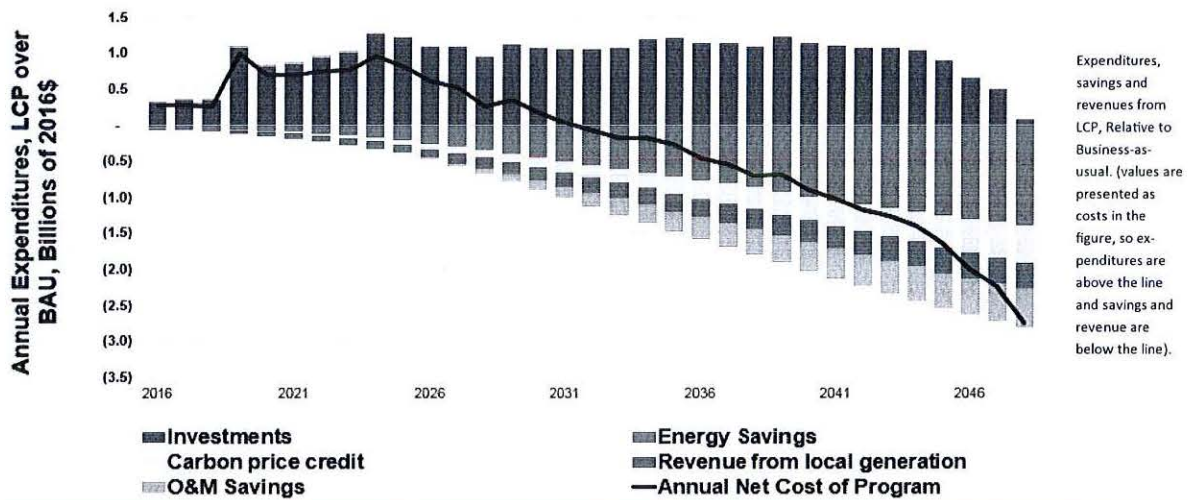
Currently 17% of our total energy consumption is electric. Under the LCP this increases to 51% in 2050, due mostly to electric vehicles and the use of electricity in space heating (through efficient heat pumps). This switch toward clean and efficient electricity allows us to achieve dramatic GHG reductions, improved air quality and overall cost reductions.





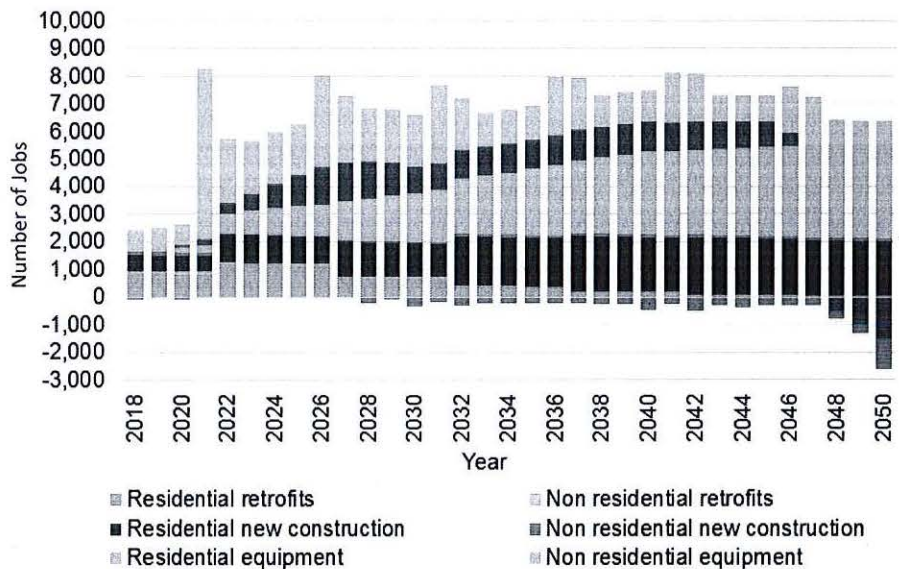
## Local Energy Investment

Households and firms in Durham already invest more than \$5 billion every year in their homes, buildings, vehicles and other energy-using infrastructure. This investment is projected to grow over the scenario period, accumulating to more than \$165 billion by 2050. An additional \$1 billion per year is required in the Low Carbon Pathway to cover the cost of making these investments energy efficient and for developing local renewable energy options. Over the period to 2050, this incremental investment reaches \$31 billion, but it returns \$40 billion in energy savings and revenue from local energy generation. Thus, the investment is cost-effective. The scenarios and the analysis behind the Durham Community Energy Plan have demonstrated that there is a wide range of investment opportunities for individuals, businesses, utilities, the non-profit sector and governments that are good for the investors and good for the community.



## Local Job Creation

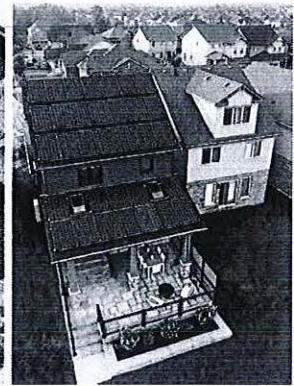
Local employment is created from the energy-related investments in Durham. Over the period, this amounts to 210,000 person-years of employment or about 7,000 new jobs per year on average. These new jobs are widely distributed in the construction, energy and manufacturing industries and in professions such as engineering and management.



# How Do We Get There? Implementation Programs

## 1. Durham Green Standard: Enhanced energy performance for new buildings

It is now technically possible and financially feasible to build homes and other buildings that are net zero energy. They employ high levels of insulation and energy efficient equipment, together with PV generation,



Guelph Net-Zero Energy Homes

storage and micro grids to produce as much energy as they consume. Providing a clear pathway and incentives to the building industry give certainty and offsets any additional capital costs. Quickly achieving these high levels of performance in our new buildings is urgent for Durham since we are projected to double our housing stock by 2050. Toronto's Green Standard provides an accepted model program that can be adapted for Durham's conditions .

## 2. Durham Deep Retrofit Program: Transforming existing buildings

Existing buildings are responsible for 63% of our energy consumption, 51% of energy costs and 51% of GHG emissions. They will still constitute half of our building stock in 2050. Deep energy retrofits are possible in most of our existing buildings to significantly reduce energy consumption, switch fuels and

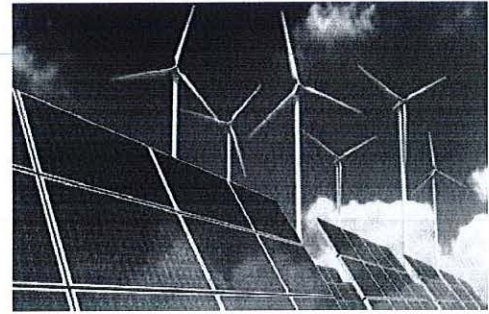


Home Energy Retrofit

produce on-site energy. A partnership program among governments, utilities, the private sector and higher education is necessary to unlock this potential. Financial mechanisms such as long-term loans, financial incentives, green bonds, loan guarantees and aggregating similar buildings into bulk retrofit projects will address the barriers in our existing building stock. Retrofitting our buildings can be a major source of economic development and job creation in Durham.

### 3. Renewable Energy Co-operative: Stimulating Local Renewable Energy Projects

A new organization in Durham would focus on bringing public and private investment to the renewable energy opportunities identified in the Plan. It would promote and finance PV, wind, renewable fuel, solar thermal, district energy, storage and geothermal projects -- both large-scale and distributed.



Wind and solar



Electric Vehicle Charging

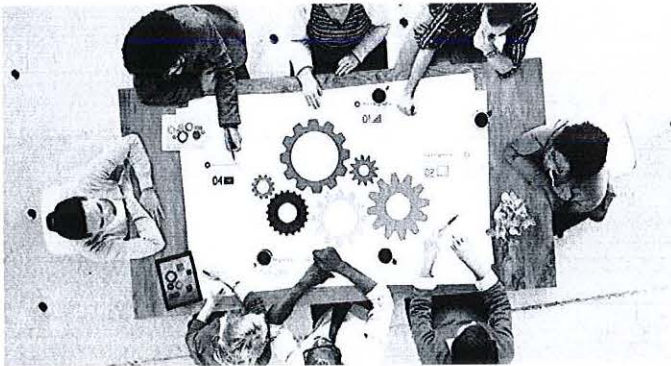
### 4. Electric Vehicle Joint Venture: Happy Motoring!

Transportation in Durham is responsible for 36% of our energy consumption, 48% of our energy costs and 49% of our GHG emissions. Electric vehicles are much more energy efficient, economical to operate and virtually emissions-free on the Ontario electricity grid. The rapid adoption of electric cars, trucks and buses in Durham is vital to achieving the

many benefits of the Low Carbon Pathway. A collaborative program based on targets, promotion, incentives and government leadership is critical to realizing the promise of electrification in the Durham transportation sector.

### 5. Education and Outreach Program: Engaging the Community

Any transformational program like the Durham Community Energy Plan requires ongoing education and engagement among the general public, the business sector and various stakeholder groups. We need to regularly communicate the benefits of the Low Carbon Pathway, educate various audiences on their roles, report on substantial progress being made and create a "brand" with a sense of community momentum.



Community Collaboration

### 6. Co-ordinating Land-use Policies: Sustainable Growth

How our communities are planned and constructed can help facilitate the objectives of the Community Energy Plan. We need to imbed such measures as solar orientation and access, district energy systems, electric vehicle infrastructure, low-energy subdivisions, new public transit and walkable communities into our Regional and Local Official Plans and Secondary Plans.

# Appendix 1 - Energy Assumptions In The Three Scenarios

MEASURES		BAU	BAP	LCP
<b>New buildings – buildings codes &amp; standards</b>				
1	New residential dwellings	Extrapolation of 2016 patterns, unless noted	Apply projected increases in OBC (15% improvement every five years)	Incrementally increase the number of net zero new homes to 100% by 2030
2	New commercial, institutional and industrial buildings			Incrementally increase the number of buildings that achieve Passive-house levels of performance to 100% by 2030
<b>Existing buildings – retrofitting</b>				
3	Retrofit homes built prior to 1980		211 homes in 2019 climbing to 400 by 2030, then held constant: average savings per house 1,500 kWh per year (electricity only)	By 2050, 98% of pre-1980 dwellings retrofitted starting in 2019, with retrofits achieving thermal and electrical savings of 50%
4	Retrofit homes built after 1980 but before 2017		Increase slightly over background retrofit levels	By 2050, 98% of dwellings built between 1980 and 2017 retrofitted, with retrofits achieving average thermal and electrical savings of 40%; savings will be greater for older buildings than newer buildings
5	Retrofits of commercial and industrial buildings		No change	By 2050, 98% of pre-2017 buildings retrofitted, with retrofits achieving average thermal and electrical savings of 40%; savings will be greater for older buildings than newer buildings
<b>Renewable energy generation (on-site, building scale)</b>				
6	Installation of heat pumps		Baseline share of heat pumps for heating is continued for new construction	Air source heat pumps are added to 40% of residential buildings and 30% of commercial buildings by 2050. Ground source heat pumps are added to 20% of residential and 25% of commercial buildings by 2050.
7	Solar PV – net metering		By 2050, 10% of all buildings have solar PV systems which provide on average 30% of consumption for building electrical load for less than 5 storeys; 10% for multi-unit and commercial buildings	By 2050, 80% of all buildings have solar PV systems which provide on average 30% of consumption for building electrical load for less than 5 storeys; 10% for multi-unit buildings greater than 5 storeys and commercial buildings

MEASURES		BAU	BAP	LCP
8	Solar hot water		By 2050, scale up to 20% of all residential buildings, and 10% of commercial buildings by 2050; addresses 50% of hot water load	Scale up to 80% of residential buildings by 2050, and 50% of commercial buildings by 2050. Supplies 50% of hot water load
<b>Low or zero carbon energy generation (commercial scale)</b>				
9	Solar PV – ground mount commercial scale		0.5 MW per year between 2018 and 2050	5 MW per year between 2018 and 2050
10	District energy	District energy in Ajax (biomass); UOIT (natural gas CHP); Lakeridge Health cogen. system	Same as BAU	Existing district energy is carbon neutral; new systems are added in locations with sufficient heat density as well as village centres in the north of the region; district cooling will also be incorporated; fuel is split between geothermal and biogas
11	Energy storage		100 MW added by 2050	580 MW added by 2050
12	Wind		50 MW by 2050	300 MW by 2050
13	Renewable natural gas		No change	Renewable natural gas is introduced according to per capita allocation of 2030 potential generation
<b>Transit</b>				
14	Expand transit		Transit expanded according to existing plans	Boost transit mode share guided by targets in the 2017 Durham Transportation Master Plan
15	Electrify transit		100% electric transit system by 2050 (regional and inter-regional)	100% electric transit system by 2030 (regional and inter-regional)
<b>Active Transportation</b>				
16	Increase / improve cycling & walking Infrastructure		Walking and cycling mode share remain constant	Mode shift 50% of trips less than 1 km to walking by 2050; 50% of trips between 1 and 5 km to cycling by 2050
17	Increased rideshare		Rideshare mode share held constant until 2050	Double the percentage of trips that are rideshare by 2050
18	Car-free zones		None	No personal vehicular trips in dense vehicular centres post-2040

MEASURES		BAU	BAP	LCP
<b>Private/personal use vehicles</b>				
19	Electrify municipal fleets		25% electric by 2030	100% of the fleet is electric by 2030
20	Electrify personal vehicles		Electric vehicle projection in accordance with the updated Ontario Long Term Energy Plan. Assume 15% of stock is EV by 2035.	100% of new passenger vehicles are electric beginning in 2030
21	Electrify commercial vehicles		25% of the vehicle fleet is electric by 2050	All commercial vehicles are electric by 2050
<b>Industrial</b>				
22	Industrial efficiencies		No change	Increase process motors and electrical efficiency by 50% by 2050

**Assumptions in all three scenarios regarding growth in population, households and employment in Durham Region.**

	2016	2050	Percentage Increase
Population	720, 505	1,391,379	93%
Households	241,616	503,758	108%
Jobs	230,697	403,261	74%

**Notes:**

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## FEEDBACK:

This document is a summary of the Draft Durham Community Energy Plan. Your feedback is needed to move to a final plan for subsequent approval and implementation.

### 1. DCEP Website for comments and questions

Visit our website to provide comments on the Draft Durham Community Energy Plan:

[www.durham.ca/communityenergyplan](http://www.durham.ca/communityenergyplan)

Comments will be accepted until: December 17th, 2018

### 2. Stakeholder Feedback Sessions

Provide in-person feedback at two stakeholder sessions scheduled for:

Date: Thursday, November 22, 2018

Time: 9:00 am to noon or 1:00 pm to 4:00 pm

Location: Centennial Building, 416 Centre Street South, Whitby, Ontario L1N 4W2

Register: [dcepstakeholderfeedbacksessions.eventbrite.ca](http://dcepstakeholderfeedbacksessions.eventbrite.ca)

### 3. Presentations to your Group

Invite staff who were involved in developing the DCEP to present it to your group or organization for discussion and feedback throughout the Fall of 2018. To book a presentation, contact: [climatechange@durham.ca](mailto:climatechange@durham.ca)



Project funding support provided by the Government of Ontario

Summary of Actions and Assumptions in the Durham Community Energy Plan

Category and Program	Item	Actions	Low Carbon Pathway Assumptions
<b>New Buildings – Buildings Codes &amp; Standards</b>  <i>Durham Green Standard Program</i>	1	New residential dwellings	Incrementally increase the number of net zero new homes to 100% by 2030.
	2	New commercial, institutional and industrial buildings	Incrementally increase the number of buildings that achieve Passivehouse levels of performance to 100% by 2030.
<b>Existing buildings – Retrofits</b>  <i>Durham Deep Retrofit Program</i>	3	Retrofit homes built prior to 1980	By 2050, 98% of pre-1980 dwellings retrofit starting in 2019, with retrofits achieving thermal and electrical savings of 50%.
	4	Retrofit homes built after 1980 but before 2017	By 2050, 98% of dwellings built between 1980 and 2017 retrofit, with retrofits achieving average thermal and electrical savings of 40%; savings will be greater for older buildings than newer buildings.
	5	Retrofits of commercial and industrial	By 2050, 98% of pre-2017 buildings with retrofits achieving average thermal and electrical savings of 40%; savings will be greater for older buildings than newer buildings.
<b>Renewable energy generation (on-site, building scale)</b>  <i>Durham Deep Retrofit Program</i>	6	Installation of heat pumps	Air source heat pumps are added to 40% of residential buildings and 30% of commercial buildings by 2050. Ground source heat pumps are added to 20% of residential and 25% of commercial buildings by 2050.
	7	Solar PV – net metering	By 2050, 80% of all buildings have solar PV systems which provide on average 30% of consumption for building electrical load for less than 5 storeys; 10% for multi-unit buildings greater than 5 storeys and commercial buildings.
	8	Solar hot water	Scale up to 80% of residential buildings by 2050, and 50% of commercial buildings by 2050. Addresses 50% of hot water load.



<b>Category and Program</b>	<b>Item</b>	<b>Actions</b>	<b>Low Carbon Pathway Assumptions</b>
<b>Low or zero carbon energy generation (commercial scale)</b>  <i>Renewable Energy Co-operative Program</i>	9	Solar PV – ground mount commercial scale	5 MW per year between 2018 and 2050.
	10	District energy	Existing district energy is carbon neutral; new systems are added in locations with sufficient heat density as well as village centres in the north of the region; district cooling will also be incorporated; fuel is split between geothermal and biogas.
	11	Energy storage	580 MW added by 2050.
	12	Wind	300 MW by 2050.
	13	Renewable natural gas	Renewable natural gas is introduced according to per capita allocation of 2030 potential generation.
<b>Active Transportation Infrastructure</b>  <i>Coordinating Land Use Policies Program</i>	14 15	Expand Transit Electrify transit	Boost transit mode share guided by targets in 2017 Transportation Master Plan. 100% electric transit system by 2030 (regional and inter-regional).
	16	Increase/improve cycling & walking infrastructure	Mode shift 50% of trips less than 1 km to walking by 2050; 50% of trips between 1 and 5 km to cycling by 2050.
	18	Car free zones	No personal vehicular trips in dense vehicular centres post-2040.
<b>Ride Sharing</b>  <i>Education and Outreach Program</i>	17	Increased rideshare	Double the percentage of trips that are rideshare by 2050.
<b>Private/Personal Use</b>  <i>Electric Vehicle Joint Ventures Program</i>	19	Electrify municipal fleets	100% of the fleet is electric by 2030.
	20	Electrify personal vehicles	100% of new passenger vehicles are electric beginning in 2030.
	21	Electrify commercial vehicles	All commercial vehicles are electric by 2050.
<b>Industrial</b>  <i>To be developed</i>	22	Industrial efficiencies	Increase process motors and electrical efficiency by 50% by 2050.



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

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The Honourable Marc Garneau,  
Minister of Transport  
House of Commons  
Ottawa, ON  
K1A 0A6

April 17, 2019

Re: **Pickering Airport**

Please be advised that the following resolution was endorsed by Ajax Town Council at its Meeting held on April 15, 2019:

WHEREAS airports are valuable economic drivers in the development of business, communities, and the infrastructure around them;

AND WHEREAS it is anticipated that the results of the forthcoming Federal “Pickering Lands Aviation Sector Analysis” will be positive;

AND WHEREAS the federal government has set aside approximately 8,700 acres of land in the City of Pickering to accommodate a future airport and other possible economic development uses (“the Airport Lands”);

AND WHEREAS the Airport Lands are located in north-central Pickering adjacent to their Innovation Corridor, about 55 km east of Toronto Pearson International Airport within an integrated transportation network;

AND WHEREAS the aerospace industry (the fifth largest employer in Canada) has a membership struggling for land and space to expand business operations in close proximity to Toronto Pearson;

AND WHEREAS a second airport would create tens of thousands of high-quality jobs for residents of Durham Region, and attract spinoff businesses and indirect jobs;

AND WHEREAS a portion of the Airport Lands could be retained for economic development uses, including transportation/logistic facilities, high-tech enterprises and agriculture, such as year-round indoor farming;

AND WHEREAS the development of the Airport Lands is key to building a prosperous future not just for Durham Region, but for the entire Greater Toronto Area;

NOW THEREFORE IT BE RESOLVED THAT the Government of Canada be advised that the Town of Ajax supports the development of an airport in the City of Pickering in principle, based on an approved business case presented by the federal government; and

THAT a copy of this resolution be forwarded to the Federal Minister of Transportation, Durham MPs, the Premier of Ontario, Durham MPPs, all Durham Region municipalities, all Durham Region Boards of Trade and Chambers of Commerce, and the Toronto Region Board of Trade.

If you require any additional information please do not hesitate to contact me at 905-619-2529, ext. 3342 or [alexander.harras@ajax.ca](mailto:alexander.harras@ajax.ca)

Sincerely

A handwritten signature in blue ink, appearing to read 'AH', with a long horizontal stroke extending to the right.

Alexander Harras  
Manager of Legislative Services/Acting Clerk

Copy: Mayor S. Collier  
Regional Councillor S. Lee  
Hon. Doug Ford, Premier of Ontario  
Durham MPs  
Durham MPPs  
All Durham Region Municipalities  
All Durham Region Boards of Trade and Chambers of Commerce  
Toronto Region Board of Trade



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

## The Regional Municipality of Durham

### MINUTES

#### ACCESSIBILITY ADVISORY COMMITTEE

Tuesday, March 26, 2019

A meeting of the Accessibility Advisory Committee was held on Tuesday, March 26, 2019 in Meeting Room 1-A, Regional Headquarters Building, 605 Rossland Road East, Whitby at 1:03 PM.

Present: R. Atkinson, Whitby  
C. Boose, Ajax  
D. Campbell, Whitby  
K. Galloway, Oshawa  
D. Hume-McKenna, DMHS  
Councillor R. Mulcahy  
M. Sutherland, Oshawa, Chair

Absent: M. Roche, Oshawa  
S. Sones, Whitby, Vice-Chair

#### Staff

Present: S. Austin, Director of Corporate Policy and Strategic Initiatives, left the meeting at 2:15 PM  
J. Traer, Accessibility Coordinator, Office of the Chief Administrative Officer  
N. Prasad, Committee Clerk, Corporate Services – Legislative Services

#### 1. **Declarations of Interest**

There were no declarations of interest.

#### 2. **Adoption of Minutes**

Moved by R. Atkinson, Seconded by C. Boose,  
That the minutes of the Accessibility Advisory Committee meeting held on January 22, 2019, be adopted.

CARRIED

#### 3. **Presentations**

##### A) Kristine Galloway, AAC Member, regarding Kerry's Place Autism Services

K. Galloway, provided a PowerPoint presentation with regards to Kerry's Place Autism Services.

K. Galloway stated that the mission of Kerry's Place is to enhance the quality of life for persons with Autism Spectrum Disorder (ASD) and to empower them and their families, through evidence-based, innovative and person-directed supports. She reviewed the support team and advised that they offer the following supports: consultation services; resource library; workshops; groups; camps; trainings; foundations program; day support program; and residential services. She also advised that the following supports are provided at a faster rate and available for a fee: respite; day support; consultation; customized training and workshops; clinical services; and behaviour-based services.

K. Galloway stated that consultation services are available to families who require additional support above and beyond what can be provided through other options, is provided on a time limited basis and based upon the goals and needs of the person with ASD. She stated that consultations can provide information and evidence-based strategies; assist with generalization of skills between environments; collaborate with schools and other service providers; and help navigate the service system.

K. Galloway advised that the Resource Centre includes books and DVDs which people may borrow for a 3-week period for free. She also advised that the Workshops consist of a variety of topics related to ASD. People with ASD and those who support them are encouraged to attend to better learn and understand ASD.

K. Galloway stated that Kerry's Place also offers social and recreational groups for people of all ages with ASD as well as camps for children between the ages of 8 to 12. She stated that there is also a Foundations Program that is goal driven and available only in Durham Region. The Program supports goals around transitioning into adult life.

K. Galloway stated that Kerry's Place also provides a Day Support Program which supports adults with ASD and over the age of 18 as well as residential services to those who need to access residential supports. She further provided a brief overview of the various services available for a fee.

K. Galloway responded to questions with regards to how positive outcomes are evaluated; changes in government funding and how it affects Kerry's Place; partnering with local municipal camps; whether someone with ASD can apply for specialized transit; availability of group homes to people with ASD and living with aging parents; and staffing concerns. Discussion also ensued with regards to things that can be done by organizations to be more autism friendly.

The committee recessed at 2:15 PM and reconvened at 2:25 PM.

At this time, J. Traer introduced Lori Schiller, who will be considered for AAC membership by Regional Council in May 2019. The committee members took a few moments to introduce themselves.

**4. Correspondence**

There were no items of correspondence to consider.

**5. Information Items**

A) Education Sub-Committee Update

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J. Traer provided the following update:

- National Awareness Week is scheduled for the last week of May 2019. There will be a presenter as well as a display in the upper gallery at Regional headquarters.
- She inquired whether committee members were interested in having a presentation from the Abilities Centre with regards to their services and programs.
- Sharon Hill, Manager of Health, Safety and Wellness, Corporate Services, Region of Durham, is scheduled to present in the fall of 2019 regarding mental health perspective and resources.
- Dan Hughes, President and Managing Director, Liberty Hamlets Inc., will be presenting at the May 2019 meeting with regards to the Axess Condos project in Pickering.
- Staff from Durham Region Transit have been requested to attend the May AAC meeting to answer any questions members may have. She requested that members provide any questions to her in advance of the meeting.

B) Update on the Transit Advisory Committee (TAC)

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J. Traer advised that the March 19, 2019 TAC meeting was cancelled. She inquired whether any members were interested in sitting on the Transit Advisory Committee as an Accessibility Advisory representative.

C) Accessibility Coordinator Update

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J. Traer provided the following update:

- The 2019 Ontario Parasport Games held in February 2019 was a huge success and a wonderful way to showcase Durham Region. She provided a brief video on the event and discussion ensued with regards to the importance of having closed captioning on videos representing the Region the Durham.
- Bell Let's Talk Day was January 30, 2019. The speaker, Daniel Cullen's presentation on mental health issues and homelessness was well received. David Clarke also spoke about mental health resources available through Durham Mental Health Services.

- There is a Ministry Training Webinar for Municipal Accessibility Advisory Committees on March 27, 2019 from 1 PM to 2:30 PM. Information regarding the webinar was previously sent by email to committee members.

D) Information regarding The Access Expo scheduled for June 6 - 7, 2019

A copy of the Information Brochure regarding The Access Expo scheduled for June 6 - 7, 2019 was provided as Attachment #2 to the Agenda and was received. Committee members were requested to advise D. Campbell of any speaker or vendors that would be interested in participating in the Expo.

E) Schedule of Durham Region Transit Public Information Sessions for April 2019

A copy of the Schedule of Durham Region Transit Public Information Sessions for April 2019 was provided as Attachment #3 to the Agenda and was received.

F) The Honourable David C. Onley – The Third Review of the Accessibility for Ontarians with Disabilities Act, 2005 (AODA)

The website link to The Third Review of the Accessibility for Ontarians with Disabilities Act, 2005, was provided to committee members by email on March 12, 2019.

**6. Discussion Items**

There were no discussion items to consider.

**7. Reports**

There were no reports to consider.

**8. Other Business**

There were no items of other business.

**9. Date of Next Meeting**

The next regularly scheduled meeting of the Accessibility Advisory Committee will be held on Tuesday, May 28, 2019 in Meeting Room 1-A, Regional Headquarters Building, 605 Rossland Road East, Whitby, at 1:00 PM.

**10. Adjournment**

Moved by R. Atkinson, Seconded by K. Galloway,  
That the meeting be adjourned.

CARRIED



The meeting adjourned at 3:01 PM

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M. Sutherland, Chair  
Accessibility Advisory Committee

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N. Prasad, Committee Clerk