



# The Regional Municipality of Durham

## COUNCIL INFORMATION PACKAGE

### May 6, 2022

#### Information Reports

**2022-INFO-37** Commissioner and Medical Officer of Health – re: Comprehensive Master Plan for Paramedic Services Update

**2022-INFO-38** Commissioner of Planning and Economic Development – re: Approval of the Lakeshore East GO Extension to Bowmanville

#### Early Release Reports

**2022-P-\*\*** Commissioner of Planning and Economic Development – re: Decision Meeting Report - Application to Amend the Durham Regional Official Plan, submitted by Clark Consulting Services on behalf of Maltheb Farms 2000 Ltd., 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 2021-008

**2022-P-\*\*** Commissioner of Planning and Economic Development – re: Public Meeting Report - Application to amend the Durham Regional Official Plan, submitted by McDermott & Associates Limited, on behalf of Norman Clements, to permit the severance of a dwelling that would become surplus once the subject lands are purchased by a non-abutting farm operation in the Township of Uxbridge, File Number: OPA 2022-002.

Early release reports will be considered at the June 7, 2022, Planning and Economic Development meeting.

#### Staff Correspondence

There is no Staff Correspondence

#### Durham Municipalities Correspondence

1. **City of Pickering** – re: Resolution passed at their Council meeting held on April 25, 2022, regarding Comments on proposed Bill 109, More Homes For Everyone Act, 2022

**Other Municipalities Correspondence/Resolutions**

1. **Township of Cramahe** – re: Resolution passed at their Council meeting held on April 19, 2022, regarding Bill 109, More Homes for Everyone Act, 2022

**Miscellaneous Correspondence**

There are no Miscellaneous Correspondence

**Advisory / Other Committee Minutes**

1. Durham Agricultural Advisory Committee (DAAC) minutes – **April 12, 2022**
2. Durham Nuclear Health Committee (DNHC) minutes – **April 22, 2022**

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:

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# The Regional Municipality of Durham Report

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From: Commissioner & Medical Officer of Health  
Report: [#2022-INFO-37](#)  
Date: May 6, 2022

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**Subject:**

Comprehensive Master Plan for Paramedic Services Update

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**Recommendations:**

Receive for information

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**Report:**

**1. Purpose**

- 1.1 To provide an update on the review, by Regional staff, of the Comprehensive Master Plan for Paramedic Services (CMPPS) prepared by Operational Research in Health Limited (ORH) for Region of Durham Paramedic Services (RDPS).

**2. Background**

- 2.1 ORH was engaged by the Region of Durham to conduct a review of RDPS and make recommendations for a comprehensive master plan for the ten-year period of 2021 to 2031, using research, best and leading practices, and existing data and reports.
- 2.2 Report [#2021-MOH-5](#) provided an update on the CMPPS and included recommendations on next steps. Regional Council adopted the following recommendations on October 27, 2021:
- a. That the Comprehensive Master Plan for Paramedic Services be referred to Regional staff for review by affected Regional departments and be used as a guiding document, along with evolving growth projections and operational considerations, for future Paramedic Services planning, Regional development charge background studies and future business plans and budgets.
  - b. That Regional staff report back on the status of the review of the recommendations in the Comprehensive Master Plan for Paramedic Services

prior to presenting the proposed Public Health and Paramedic Services 2023 Business Plan and Budget.

- 2.3 Regional staff has reviewed the CMPPS and has determined that the forecast and projections identified by ORH are consistent with historical, current, and projected data utilized by the Regional Municipality of Durham.
- 2.4 ORH's analysis and recommendations also considered impacts of off-load delays and mitigating solutions identified by RDPS, following appropriate changes to legislation and implementation of approved provincial programs (e.g., Community Paramedicine). Further analysis of these critical issues will be part of the future update to Council.
- 2.5 It is important to note that RDPS did not meet all Council approved response time performance standards on the Canadian Triage Acuity Scale (CTAS) in 2021. Achievement of CTAS 1 Sudden Cardiac Arrest was only 54.6 per cent (standard is 60 per cent), and achievement of CTAS 1 was 74.78 per cent (standard is 75 per cent).
- 2.6 Achievement of performance standards is reported to the Province. It is anticipated that RDPS will continue to experience challenges in meeting performance standards in 2022. The COVID-19 pandemic has impacted RDPS in various ways, including the nature of the work undertaken (e.g., vaccine delivery) and the resources available to deliver emergency response services. Further analysis and evaluation of permanent service delivery implications stemming from COVID-19 will be undertaken.
- 2.7 ORH recommendations were based on a 2031 projected total population of 800,000 (lower bound) and 900,000 (upper bound), compared to 666,000 in 2016. Projections also estimate that the population aged 65 and over will account for 20 per cent of the population in 2031 as compared to 14 per cent in 2016. These projections have been reviewed by Planning and Economic Development Department staff. Continued monitoring and work on population projections will be undertaken as part of [Envision Durham](#) and future development charges by law updates.
- 2.8 Changes to the collective agreement and the *Workplace Safety and Insurance Act* have also added pressures to staffing which must be considered in the Region's overall strategy to ensure a healthy workplace. Recent announcements by the Province on proposed changes to Workplace Safety and Insurance Board (WSIB) policies will need to be considered.
- 2.9 The increasing and ageing population along with increasing demand across all age groups has regularly resulted in increases in call volumes for paramedic services.

### **3. Key Recommendations from the Master Plan**

- 3.1 ORH modelling, based on growth projections and maintaining 2016 performance levels, suggests a future station configuration which includes three new paramedic stations in Whitby South (in 2027), Seaton (in 2023), and Winchester/Simcoe in Oshawa (in 2029).
- 3.2 The Seaton station is currently under development with a projected operational date of mid 2023. When this station is operational it will immediately address one of ORH's recommendations.
- 3.3 The CMPPS also identified and modeled the impacts on performance levels, staffing levels, and capital asset requirements for the following additional scenarios and assumptions that may require further consideration and evaluation:
  - a. Alternative scenarios for Oshawa given vehicle capacity issues at the South Oshawa station;
  - b. Alternative performance scenarios;
  - c. Variations in hospital off-load delays;
  - d. Introduction of call diversion; and
  - e. Introduction of treat and release.

### **4. Actions to Date**

- 4.1 The 2022 Durham Paramedic Services Business Plans and Budget included new investments that advance some of the recommendations included in the Master Plan including: the construction of the new Seaton Paramedic Station; the addition of 12 new paramedics to provide 24/7 ambulance service; an increase in paramedic services resulting in four additional hours of paramedic service available in the Region per day; investments in the Region's Primary Care Outreach Program; and provincial investment in the Region's Community Paramedicine program to address community need and assist in reducing the pressure on the 911 paramedic system.
- 4.2 RDPS has implemented a staffing change by transitioning three Superintendent positions to Commander level. This follows the ORH recommendations and supports a more balanced management structure with minimal financial impact.

### **5. Next Steps**

- 5.1 Implementation of additional ORH recommendations will require significant Regional investments over the next ten years. RDPS is working with the Finance Department to develop a fiscally responsible implementation plan and will report back to Council in advance of the Region's 2023 Business Plans and Budget.
- 5.2 Regional staff will review results from the implementation of the provincially funded Community Paramedicine program to determine impacts on calls for service, priority populations and future staffing projections.

5.3 RDPS will continue to work with community partners to explore options of alternate destination while working within the legislative framework.

Respectfully submitted,

Original signed by

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R.J. Kyle, BSc, MD, MHSc, CCFP, FRCPC, FACPM  
Commissioner & Medical Officer of Health

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 3968



# The Regional Municipality of Durham Information Report

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From: Commissioner of Planning and Economic Development  
Report: #2022-INFO-38  
Date: May 6, 2022

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**Subject:**

Approval of the Lakeshore East GO Extension to Bowmanville

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**Recommendation:**

Receive for information

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**Report:**

**1. Purpose**

1.1 The purpose of this report is to notify Regional Council:

- a) Of the Region's efforts to advance the Lakeshore East GO Extension to Bowmanville (the Extension) and outline next steps as a result of the approval of the Extension.
- b) That the Preliminary Design Business Case for the Extension has been released by Metrolinx to the public and the business case affirms the Region's preferred option (Option 2).
- c) That Metrolinx has commenced the procurement process for the construction of the Extension.

**2. Background**

2.1 The Extension has a long history dating back over 30 years, when GO Transit carried out its first Environmental Assessment (EA) Study for heavy rail train service to Bowmanville.

2.2 The full history of the Extension is set out in Attachment 1.

### **3. Previous Reports and Decisions**

3.1 On June 12, 2019, Committee of the Whole received a report [2019-COW-19 GO East Extension Update and Transit Oriented Development Evaluation](#) regarding the status of the Extension. Council subsequently resolved, among other matters:

- a. That a Transit Oriented Development (TOD) Evaluation exercise be undertaken to examine the potential impact of route alignments on private sector investment at proposed GO Station locations along the GO East Extension to Bowmanville.
- b. That Metrolinx and the Province be requested to reaffirm their commitment to the CP alignment approved in 2011 through the Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Transit Project Assessment Process Environmental Assessment.

3.2 On November 13, 2019, Committee of the Whole received a report [Advancing Rapid Transit Implementation and Transit Oriented Development in Durham Region](#) (Report #2019-COW-26), reporting to Council on the Extension and the TOD Evaluation. Council subsequently resolved, among other matters;

- a. That Metrolinx be advised that Durham Region supports the extension of all day GO train service along the Lakeshore East line, including new stations at Thornton's Corners, Central Oshawa, Courtice and Central Bowmanville.
- b. That Regional Planning staff be directed to accelerate the review and development of policies, including delineations and density targets for Major Transit Station Areas under "Envision Durham".
- c. That a Rapid Transit Implementation/Transit Oriented Development Office be established for Durham Region.

### **4. Efforts to Advance Approval of the Extension**

4.1 On February 20, 2020, the Metrolinx Board of Directors endorsed the results of an updated Initial Business Case (IBC) for the Bowmanville Rail Service Extension, as requested by Regional Council. The updated IBC specifically noted that the Stations will be delivered through a Market Driven Strategy, where stations are to be funded by third party investment, as set out in report 2019-COW-26.



- 4.2 The Board directed Metrolinx to advance Option 2 in the updated IBC and evaluate it through a Preliminary Design Business Case (PDBC). Typically, the province approves capital funding for rapid transit projects based on the findings of a PDBC which confirms project feasibility, high level cost, and that the project delivers the benefits identified.
- 4.3 To advance the PDBC and EA, staff from the Region and Metrolinx have established a governance structure and processes to resolve any issues that may arise from the Extension Technical Working Group (Technical WG), or the Transit Oriented Communities (TOC) Working Group.
- 4.4 The Technical WG, comprising staff from the Region, Oshawa and Clarington, meet regularly to share information to advance the preliminary design of the Extension, working collaboratively on design reviews, assessing traffic and transportation impacts and planned capital projects in the vicinity of the Extension.
- 4.5 The TOC Working Group was established so the Region and local municipalities, as approval authorities on development applications, could support Metrolinx's Market Driven Strategy, known as the Bowmanville TOC Strategy. This is a commercially confidential process where Metrolinx has engaged landowners to assess interest in funding and delivering the planned GO stations.
- 4.6 As requested by Metrolinx, the Region entered into an agency/municipal MOU to explore how both parties could work together to advance the Bowmanville TOC Strategy. As a result, and subject to Council approval, Regional staff are in the process of developing a framework for a modified market-driven Strategy, based on community building principles, planning entitlements, land value and market maturity.
- 4.7 Through Envision Durham, Regional Council on December 22, 2021, adopted Amendment #186 to the Durham Regional Official Plan (ROPA 186) which provides delineations and policy requirements for Protected Major Transit Station Areas (PMTSA's) including the four proposed GO station locations. The Amendment has been sent to the Ministry of Municipal Affairs and Housing for approval.
- 4.8 The Region is also undertaking a Regional Community Improvement Plan Study, to support PMTSA's as locations for investment while meeting the province's TOC housing, sustainability, growth and public transportation objectives.

- 4.9 The Region has also established working tables with the local municipalities of Oshawa and Clarington where Working Group issues are discussed to advance project objectives.
- 4.10 The Region also procured government relations and public policy advisory services to support our advocacy for the approval of the Extension and the Bowmanville TOC Strategy.
- 4.11 Regional staff have met with staff in the Ministries of Transportation, Municipal Affairs and Housing, Infrastructure, Economic Development, Job Creation and Trade, Treasury Board and the Premier's Office to advance Region objectives. The Regional Chair and staff also met with Durham Region MPP's to identify approval of the Extension as our top pre-budget submission request.

## **5. Approval of the Extension**

- 5.1 On April 28, 2022, the Minister of Finance tabled a Budget Communication document, and within the Capital Plan announced planned investments over the next 10 years totaling \$158.8 billion, including \$20.0 billion in the current 2022–23 fiscal year. The Extension to Bowmanville was included in this list of investments.
- 5.2 On April 28, 2022, Metrolinx posted the [Bowmanville Rail Service PDBC](#) dated April, 2020 and related [Technical Memorandum](#) dated March 2021. Additional information is available on the [BMV Extension webpage](#).
- 5.3 The PDBC identifies, among other matters, the minimum service levels, preferred alignment, planned station stops, and reflects the updated IBC and Regional Council's November 2019 resolution.
- 5.4 The primary change in the PDBC, (as documented in the technical memorandum), is that the project now includes twinning the existing GM spur over Highway 401 resulting in the Thornton's Corners Station shifting to the east.
- 5.5 Page 48 of the PDBC, states the next steps that Metrolinx will take upon provincial approval:

*Milestone Dates: Upon Provincial approval, Metrolinx will move forward with property acquisitions, permits and approvals, detailed design and procurement. These tasks and construction are estimated to last 70 months or longer in total, taking into account of Early Works program completion, procurement and ongoing discussion with CP.*

- 5.6 It is our understanding that Metrolinx has received Provincial approval to proceed with the Extension, given that it posted a Request for Proposal (RFP) on a public bidding website (Merx), to procure a Construction Management at Risk contract for the Bowmanville Expansion Project (RFP-2021-CMLE-347) on April 28, 2022. The RFP closes July 7.
- 5.7 Schedule 5 of the RFP contains the scope of work. It sets out generally all the works in the rail corridor that comprise the Extension, meaning Metrolinx has contracted out the full value of the project, (see Attachment 2), with the exception of the stations that are to be delivered through the Bowmanville TOC strategy.
- 5.8 The PDBC states that the design, procurement and construction work is estimated to take 5.8 years. Design work has already started. The procurement model that Metrolinx has selected allows multiple activities to occur at the same time, which typically improves timeframes. No in-service delivery date has been provided.

## **6. Benefits of the Extension Project**

- 6.1 The benefits of the Extension for the region are significant, and have taken on even greater import as Durham plans for post pandemic economic recovery:
- By 2070, the Extension would enable an unprecedented level of new housing, jobs, employment space, and private sector investment in Durham Region at future transit-oriented communities
  - Provides an opportunity to increase housing supply and create jobs and economic development while reducing congestion
  - Directs transit investment to planned growth areas that reflect provincial and local planning policy, particularly ROPA 186, Major Transit Station Areas
  - Contains strong ridership projections that will provide much needed congestion relief along Highway 401, allowing for higher productivity and more efficient movement of goods
  - Uses transit to encourage private-sector housing construction and aligns closely with the province's commitment to increasing housing supply
  - Supports significant provincial investment in three post-secondary institutions: Durham College, Ontario Tech University, and Trent University Durham

## **7. Post Extension Approval Activities**

- 7.1 The Region will continue to collaborate with its municipal and provincial partners, through the Working Groups, seeking Council approval for matters as necessary.
- 7.2 The Region will work to ensure a timely review and approval of ROPA 186 from the Ministry of Municipal Affairs and Housing and continue to support Oshawa and Clarington in advancing its planning policy and zoning work for the PMTSA's in alignment with ROPA 186.
- 7.3 The Region will complete a Regional Community Improvement Plan Study, to assess the required support for PMTSA's as locations for investment while meeting the province's TOC, housing, sustainability, growth and public transportation objectives.

## **8. Relationship to Strategic Plan**

- 8.1 The Extension will improve mobility and travel options, supports transit oriented development in the Protected Major Transit Station Areas and aligns with/addresses the following strategic goals and priorities in the Durham Region Strategic Plan:
  - a. Goal 1 Environmental Sustainability: Objective 1.5: Expand sustainable and active transportation
  - b. Goal 2 Community Vitality: Objective 2.1: Revitalize existing neighbourhoods and build complete communities that are walkable, well-connected, and have a mix of attainable housing
  - c. Goal 3 Economic Prosperity: Objective 3.3: Enhance communications and transportation networks to better connect people and move goods efficiently
  - d. Goal 4 Social Investment: Objective 4.1: Revitalize community housing and improve housing choice, affordability and sustainability

## **9. Attachments**

Attachment #1: Project Chronology

Attachment #2: Schedule 5 of Metrolinx RFP-2021-CMLE-347

Prepared by: Lorraine Huinink, Director Rapid Transit and Transit Oriented Development Office, [Lorraine.Huinink@durham.ca](mailto:Lorraine.Huinink@durham.ca)

Respectfully submitted,

Original signed by

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

## Chronological Background

- 1.1 Since 1991, the Regional Official Plan (ROP) has recognized an easterly extension of the GO Rail service to Bowmanville. The extension includes a crossing of Highway 401 from the CN Kingston line to the CPR Belleville line between Thornton Road and Stevenson Road, with a terminus in Bowmanville, west of Regional Road 57. This alignment was based on an Environmental Assessment (EA) study completed by GO Transit in the early 1990s.
- 1.2 In November 2008, the Regional Transportation Plan for the Greater Toronto and Hamilton Area, "The Big Move," was adopted by Metrolinx. The easterly extension of GO Rail service to Bowmanville was included in The Big Move as one of the top transit priorities for Metrolinx within the first 15 years.
- 1.3 In February 2011, the "Oshawa to Bowmanville Rail Service Expansion and Rail Maintenance Facility Transit Project Assessment Process (TPAP) EA" was approved. The EA identified the preferred alignment for the extension, including four new stations (Thornton's Corners, Central Oshawa, Courtice and Bowmanville), a potential station site at Grandview Street/Bloor Street, train lay-over sites as well as the location of the proposed East Rail Maintenance Facility. The CP Belleville corridor, running north of Highway 401, was identified as the preferred alignment for the Extension consistent with the ROP. The crossing of Highway 401 was proposed at a location further to the west than was identified through the previous EA study and shown in the ROP.
- 1.4 In February 2013, in its comments on The Big Move Update and Next Wave, Regional Council recommended that "the extension of GO Rail service to connect to the Oshawa Mobility Hub and to Bowmanville remain as the top priority Regional Transit expansion project for the Region of Durham."
- 1.5 In July 2014, Metrolinx acquired the former Knob Hill Farms property to accommodate part of the future Central Oshawa GO Station site.
- 1.6 In June 2016, the Province announced the Lakeshore East GO Rail extension to Bowmanville by 2024, with service in the morning and afternoon peak periods in the peak direction of travel (i.e., four trains westbound in the morning and four trains eastbound in the afternoon).
- 1.7 In May 2017, the Province released the updated Provincial Growth Plan for the Greater Golden Horseshoe (2017), which included a newly modified transit schedule (Schedule 5) showing the Oshawa to Bowmanville GO Rail service extension as a "Committed GO Transit Rail Extension project". The updated Provincial Growth Plan now includes Major Transit Station Areas<sup>1</sup> as major urban structural elements.
- 1.8 In October 2017, Metrolinx officially began work on the EA Addendum for the extension, updating the 2011 EA study. Preliminary design work undertaken by Metrolinx determined that an EA Addendum was necessary due to shifts in new track alignment and corresponding bridges/culverts, redesign of the new stations and layover facility based on updated design and operation standards and adding the additional grade separation for Thornton Road across the CP Belleville line.

- 1.9 In December 2017, the Durham Transportation Master Plan (TMP) was approved by Regional Council. The TMP includes a Higher Order Transit Network, in which the Extension is a critical component and is well integrated with other transit service and road infrastructure improvements.
- 1.10 In March 2018, the Metrolinx Board of Directors unanimously adopted the 2041 Regional Transportation Plan (2041 RTP) for the Greater Toronto and Hamilton Area (GTHA). The GO Train Expansion to Bowmanville on the north side of Highway 401 is identified as an In Delivery Transit Project, meaning that it is either under construction or in the engineering design stage.
- 1.11 In April 2018, Metrolinx announced that park and ride lots will be constructed at the future Central Oshawa and Courtice GO Station sites as interim facilities until the GO Stations are opened for the Extension in 2024. These park and ride lots opened in February 2019.
- 1.12 In November 2018, Metrolinx released the GO Expansion Full Business Case for the overall GO Rail network, which indicates that another Business Case is required to re-evaluate the Extension. Work on the EA Addendum and design was subsequently halted.
- 1.13 On November 29, 2018 Metrolinx provided a letter to its municipal partners regarding its Transit Oriented Development, Market Driven Approach advising that this review would include an assessment of stations that are not yet in delivery, including those proposed with the Lakeshore East GO Rail extension to Bowmanville. Among other matters, the letter states that:
- "Metrolinx has consistently planned for the integration of transit and land- use, and this new approach is an exciting opportunity to move this plan forward with each new GO station. Not only can this approach save tax dollars and exponentially grow transit ridership, it will create and leverage the true value of transit and deliver much more than just transit stations; it will deliver local integrated built environments that offer the services people want at the doorstep of where people will live, work and play."*
- 1.14 On December 6, 2018 the Metrolinx Board received a presentation "Delivering More: A Market Driven Strategy to Delivering Transit Infrastructure". Through this approach, Metrolinx would partner with third parties (e.g. municipalities, land developers, etc.) to deliver new or improved transit infrastructure wherein third parties would fund the design and construction of infrastructure, and Metrolinx would operate it.
- 1.15 In December 2018, Regional Council endorsed a Motion passed at the Planning and Economic Development Committee requesting the Provincial Government and Metrolinx to confirm the commitment to extend GO Rail service north of Highway 401 through Oshawa to Bowmanville by 2024 and proactively resolve all pending negotiations with CN and CP Rail, understanding this project has substantial economic and environmental benefits, will spur significant public and private investment, will create much needed job opportunities for the community both for the short and long term, has widespread community support - including from the residents, business community, development industry, Durham's post- secondary institutions, commuters, youth, and the agricultural community, and is embedded in the land use, transportation and transit plans of Oshawa, Clarington and the Region of Durham.

- 1.16 In February 2019, a Metrolinx report on major capital projects listed the Bowmanville Extension as a project in the EA and design phase with an approved budget for capital construction of \$550 M (2014\$) and an in-service date of 2024.
- 1.17 On April 10, 2019 the Metrolinx Board of Directors directed Metrolinx staff to advance the TOD Program. The implementation of the TOD Program, in partnership with Infrastructure Ontario (IO), will be initiated by soliciting third party interest for TOD at 12 new station locations that were identified through preliminary design business cases in 2018. Six of the twelve stations are located in the City of Toronto along the Stouffville, Lakeshore East and Kitchener GO Rail lines tied to the SmartTrack program, while the other six are outside of Toronto on the Kitchener and Barrie GO Rail lines. None of the twelve stations are in Durham Region.
- 1.18 On May 9, 2019 the Regional Chair sent a letter to the Minister of Transportation and the Chair and Members of the Metrolinx Board that summarized the commitments made by the province and the rationale for the Bowmanville extension on the CP alignment.
- 1.19 On May 16, 2019 A Place to Grow, the revised Growth Plan for the Greater Golden Horseshoe (Growth Plan, 2019) came into effect, which shows the GO East extension to Bowmanville as a "Committed GO Transit Rail Extension".
- 1.20 On May 17, 2019 Metrolinx hosted a briefing with representatives from Durham Region, Clarington, Oshawa and Whitby to discuss four options now being proposed by Metrolinx for the Lakeshore East GO Rail Extension and advised that an updated Initial Business Case is in progress.
- 1.21 On May 21, 2019 Councils for the City of Oshawa and the Municipality of Clarington passed separate resolutions regarding the Lakeshore East GO Rail Extension, citing concerns with other route options being considered. Among other matters, they requested an open and transparent process for obtaining input from municipalities, residents, the development industry and other stakeholders; and requested information on the criteria and metrics to be used to evaluate options.



## Schedule 5

### Summary of Bowmanville Expansion Project

The following is a non-exhaustive, high-level summary of the potential scope of Services and the Work related to the Bowmanville Expansion Project. The actual scope of Services and the Work for the Bowmanville Expansion Project, which may include more or less than the Services and the Work set out in this Schedule, will be set out in the Construction Management Agreement.

#### PART 1 - THE SERVICES

- (1) For the Bowmanville Expansion Project, the Construction Manager will be expected to provide standard construction management services including but not limited to:
  - (a) costing and value engineering services;
  - (b) proposing alternate options, recommendations and advice on means, methods, materials and budgets to generate cost savings and schedule efficiency;
  - (c) reviewing and providing comments on specified materials or products;
  - (d) providing comments from a builder's point of view on design submissions by Metrolinx's designer;
  - (e) undertaking life-cycle costing and design-to-budget exercises;
  - (f) reviewing background information and advise on additional testing and investigation;
  - (g) preparing and developing individual tender packages for the Work;
  - (h) preparing a construction staging and implementation plan;
  - (i) providing advice on the delivery of the Work, including risk allocation and other matters which may affect the construction; and
  - (j) developing the GMP Proposal.

#### PART 2 - THE WORK

- (1) The scope of the Work for the Bowmanville Expansion Project is expected to generally include the following:
  - (a) modifications to Oshawa Station and the existing VIA building to provide access for GO & VIA customers:

- (i) modifications to existing platform and at-grade access; and
- (ii) existing overhead pedestrian bridge extension;
- (b) structural modifications or reconstruction at the following bridges:
  - (i) Stevenson Road Bridge - widen road overpass on south side (single GO track under south approach span) (CP Mile 175.08);
  - (ii) Park Road Bridge - widen road overpass on south side (single GO track under south approach span) (CP Mile 174.55);
  - (iii) Oshawa Creek Bridge - new single-track bridge on south side of existing structure (CP Mile 174.28);
  - (iv) Simcoe Street Bridge - reconstruct road overpass (two new GO tracks south of existing CP tracks) (CP Mile 174.04);
  - (v) Albert Street Bridge - reconstruct road overpass (CP Mile 173.94);
  - (vi) Front Street Pedestrian Crossing (Michael Starr Trail) - new non-vehicular grade separation for Pedestrian Crossing Only (CP Mile 173.87);
  - (vii) Ritson Road Bridge - reconstruct road overpass (two new GO tracks south of existing CP tracks) (CP Mile 173.52);
  - (viii) Wilson Road Subway - new double track bridge on south side of existing bridge (CP Mile 173.01);
  - (ix) Farewell Street Pedestrian Bridge - reconstruct overpass (CP Mile 172.75);
  - (x) Harmony Road Bridge - underpin south abutment (double GO tracks under south approach span) and underpin north abutment for future CP mainline (CP Mile 172.49);
  - (xi) Harmony Creek Bridge - new double track bridge on south side of existing structure (CP Mile 172.32);
  - (xii) Farewell Creek Bridge - new double track bridge on south side of existing structure (CP Mile 172.0);
  - (xiii) Courtice Road Bridge - widen road overpass on south side - the new GO track will occupy the south span of the existing bridge (CP Mile 168.79); and

- (xiv) Green Road Bridge - new single-track bridge on south side of existing bridge (CP Mile 165.41);
- (c) at grade crossing upgrades:
  - (i) Bloor Street - widen crossing (CP Mile 171.74);
  - (ii) Prestonvale Road - widen crossing (CP Mile 170.07);
  - (iii) Private Crossing for Dom's Auto - widen crossing (CP Mile 169.7);
  - (iv) Trulls Road - widen crossing (CP Mile 169.31);
  - (v) Baseline Road - widen crossing (CP Mile 168.22);
  - (vi) Rundle Road - widen crossing (CP Mile 167.08);
  - (vii) Baseline Road - widen crossing (CP Mile 166.92);
  - (viii) Holt Road - widen crossing (CP Mile 166.55); and
  - (ix) Maple Grove Road - widen crossing (CP Mile 165.96);
- (d) track and related signal works:
  - (i) extension of a single track from the existing GO Subdivision east of Oshawa GO Station, connecting to the existing GM Spur rail structure;
  - (ii) one (1) new GO Mainline Track (from GO Sub - Mile 11.67 to CP's Belleville Sub - Mile 164.8);
  - (iii) one (1) additional new GO Mainline Track (from CP's Belleville Sub - Mile 168.84 to CP's Belleville Sub - Mile 173.87); and
  - (iv) all signal infrastructure upgrades associated with the new tracks;
- (e) utilities works, including:
  - (i) relocation of signals and fibre lines (components of this work may be completed by CP/CN and their own workers);
  - (ii) addition of stormwater management facilities;
  - (iii) connection to the utility mainlines; and
  - (iv) relocation of municipal/private utilities as required to construct the project;

- (f) grounding and bonding of infrastructure;
- (g) crash walls, noise walls and/or retaining walls in the rail corridor through the project site limits;
- (h) mechanical, electrical, and communication systems for the buildings, facilities, and platforms of the station and associated service;
- (i) in-corridor station works for Thortons Corner East, Ritson, Courtice and Bowmanville Stations which includes:
  - (i) platforms and associated, infrastructure (i.e. canopies, shelters etc.) including passenger connectivity (elevators, tunnel/bridges) and service connections; and
  - (ii) ongoing coordination between Transit Oriented Communities station design development; and
- (j) incorporate platform locations, the proposed location of a mini-ramp and a future tunnel/overhead pedestrian bridge to the platform for each station in the design.

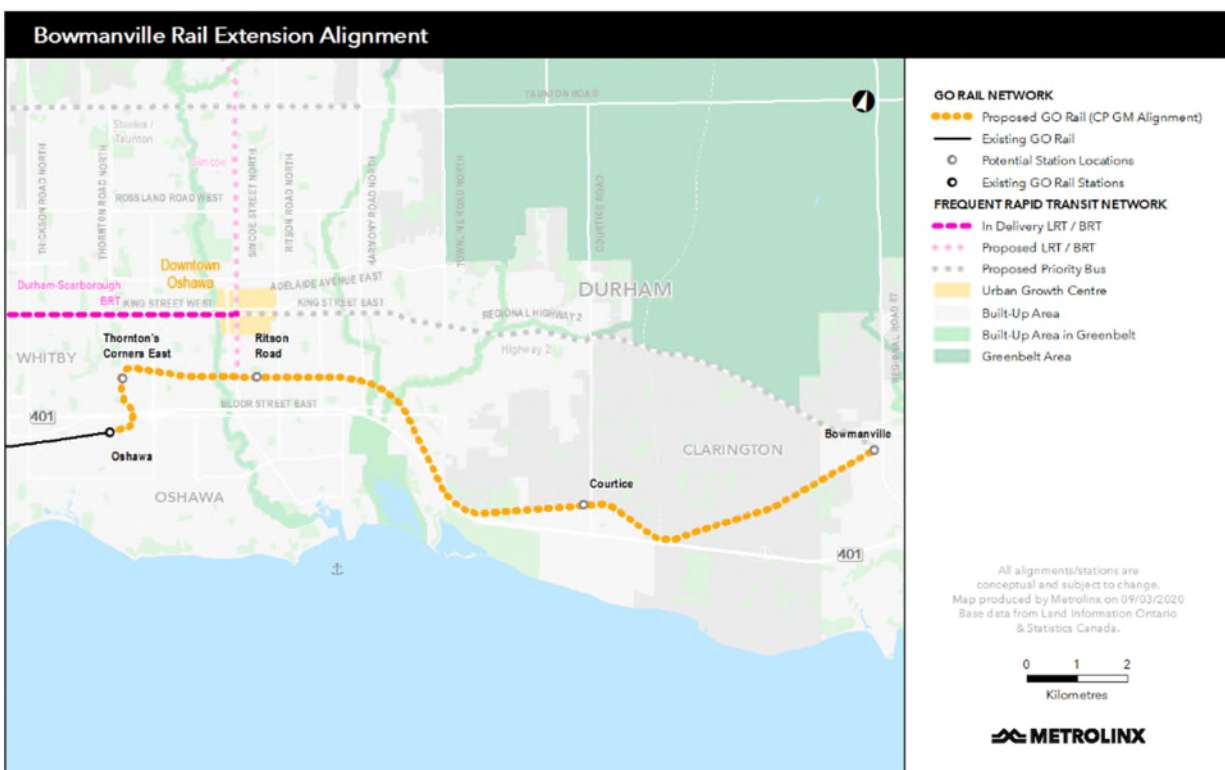


Figure 1: Oshawa to Bowmanville Expansion Project Alignment Sketch

### **PART 3 - OVERALL CHALLENGES DURING CONSTRUCTION**

(1) There may be the following challenges during the Work:

- (a) issues relating to the rail corridor and train service, such as:
  - (i) access to the rail corridor;
  - (ii) disruption to regular freight and commuter service of trains;
  - (iii) shutdowns of track(s); and
  - (iv) speed restrictions for extended time periods.
- (b) there may be need for weekend or night work to meet schedule milestones;
- (c) construction within and adjacent to a live traffic road with restrictions to full road closures;
- (d) accommodating access for rail and road maintenance activities within each site;
- (e) coordination with municipal and third-party utility companies for utility relocations;
- (f) minimizing rail corridor and community impacts;
- (g) management of construction on a site with limited space for construction access routes, material storage and handling;
- (h) design and construction must meet stringent safety, quality and regulatory requirements and standards of a rail system;
- (i) constructing within noise and vibration limitations including adherence to municipal bylaws;
- (j) Traffic Impact Plan associated with road closures to facilitate traffic to Highway 401;
- (k) public and indigenous consultation;
- (l) Metrolinx is not the owner of the majority of the property for the proposed works. There will be restrictions and requirements that will be included in the Contract to govern the above concepts provided by Canadian Pacific (CP) Railway for works within the Belleville Subdivision;

- (m) the works at Oshawa GO Station and the segment west of Stevenson Road are subject to Metrolinx and MTO approval; and
- (n) there will be staging and/or interface requirements associated with neighbouring projects carried out by external parties, including but not limited to the following:
  - (i) Region of Durham Bloor Street Grade Separation;
  - (ii) Region of Durham Bowmanville Avenue Widening;
  - (iii) station works carried out by the Metrolinx Transit Oriented Communities Group; and
  - (iv) Metrolinx's OnCorr project(s).

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



**EARLY RELEASE OF REPORT**

**The Regional Municipality of Durham  
Report**

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To: Planning and Economic Development Committee  
From: Commissioner of Planning and Economic Development  
Report: #2022-P-\*\*  
Date: June 7, 2022

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**Subject:**

Decision Meeting Report

Application to Amend the Durham Regional Official Plan, submitted by Clark Consulting Services on behalf of Maltheb Farms 2000 Ltd., 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 2021-008

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**Recommendation:**

That the Planning and Economic Development Committee recommends to Regional Council:

- A) That Amendment #187 to the Durham Regional Official Plan, to permit the severance of a dwelling rendered surplus as a result of the consolidation of non-abutting farm parcels, be adopted as contained in Attachment #187, to Commissioner's Report #2022-P-\*\*; and
- B) That "Notice of Adoption" be sent to the applicant, the applicant's agent, the Township of Scugog, the Ministry of Municipal Affairs and Housing, and all other persons or public bodies who requested notification of this decision.

**Report:****1. Purpose**

- 1.1 On October 27, 2021, Clarke Consulting Services Ltd. on behalf of Maltheb Farms 2000 Ltd., submitted an application to amend the Regional Official Plan (ROP) to permit the severance of a 0.85 hectare (2.11 acre) parcel containing an existing farm dwelling, from a 70 ha (170 acre) agricultural parcel.

**2. Site Description**

- 2.1 The subject site is located at the northeast quadrant of Highway 7A and Regional Road 57, approximately 1.7 kilometres west of the Hamlet of Nestleton Station and approximately 2 kilometres north of the Hamlet of Blackstock. The property is municipally known as 3512 Regional Road 57, and is located in Part of Lot 12, Concession 7 in the Township of Scugog (refer to Attachment #1).
- 2.2 The subject site is approximately 70 hectares (173 acres) in size and is irregular in shape. The western portion of the site contains an existing dwelling, a storage building, a barn and a shed to be removed. A wooded area is located at the northeast and southerly portions of the site. The site is bisected by a former road allowance which has since merged with the subject site.
- 2.3 Maltheb Farms 2000 Ltd. also owns a livestock operation in the City of Kawartha Lakes. In May 2021, the subject site was purchased by the applicant to expand the farm's feed crop operation. The workable area of the site is approximately 43 hectares (106 acres). The existing dwelling located on the site is occupied by a tenant not involved in the farm operation.
- 2.4 The following land uses surround the subject site:
  - a. North – agricultural lands, a wooded area, and rural residences
  - b. East – rural residences, agricultural lands, and a wooded area
  - c. South – Highway 7A, rural residences, and a wooded area
  - d. West – Regional Road 57, rural residences, and agricultural lands

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

- 3.1 A Planning Rationale/Agricultural Assessment Report, including a Total Land Inventory Report, was prepared by Clark Consulting Services Ltd. The Planning Rationale/Agricultural Assessment Report indicated that the application conforms to



the applicable Provincial and Regional policies and the Provincial Minimum Distance of Separation (MDS) requirements.

- 3.2 An Environmental Site-Screening Questionnaire was prepared by GHD Ltd. The Site Screening Report indicated that the subject site had a low level of environmental concern.

#### **4. Previous Reports and Decisions**

- 4.1 On March 1, 2022 the Planning and Economic Development Committee received the related Public Meeting Report #2022-P-1 which includes the details of the proposed non-abutting surplus farm dwelling severance.

#### **5. Provincial Policies**

- 5.1 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, subject to criteria and provided that the planning authority ensures that a new residential dwelling is not permitted on the proposed retained farm lot created by the severance.

#### **6. Durham Regional Official Plan Context**

- 6.1 The subject site is designated "Prime Agricultural Areas" in the ROP. The site is located within the Provincial Agricultural System. The north-easterly and southerly portions of the site contain Key Natural Heritage and/or Hydrologic Features. Severance applications for agricultural uses may be considered in accordance with the relevant policies of Sub-Section 9A of the ROP.
- 6.2 Policy 9A.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, by amendment to the ROP, provided that:
- a. the dwelling is not needed for a farm employee;
  - b. the farm parcel to be acquired is of a size which is viable for farming operations;
  - c. within the Protected Countryside of the Greenbelt Plan Area, the dwelling was in existence as of December 16, 2004; and

- d. the farm parcel to be acquired is zoned to prohibit any further severances and the establishment of any residential dwelling.

The Regional Official Plan also states that no further severances shall be permitted from the acquired parcel.

## **7. Planning Analysis**

- 7.1 Maltheb Farms 2000 Ltd. owns a total of five agricultural properties located in the City of Kawartha Lakes and in the Township of Scugog (refer to Attachment #2). The residence located on the subject site is presently rented out to persons having no interest or involvement with the farm business and is surplus to the needs of the farm operation.
- 7.2 The dwelling on the subject site has existed prior to December 16, 2004 when the Greenbelt Plan came into force. The proposed severed parcel is an appropriate size to accommodate the existing dwelling and the private servicing systems.
- 7.3 The proposed retained farm parcel will continue to be of a size viable for farming operations. The draft Official Plan Amendment requires that the proposed retained farm parcel be zoned to prohibit any further severances and the establishment of any new dwelling.
- 7.4 The proposed amendment is consistent with the PPS and conforms with the policies of the Greenbelt Plan and the ROP.

## **8. Public Meeting and Submissions**

- 8.1 In accordance with the Planning Act, a notice of public meeting regarding this application was published in the appropriate newspaper, mailed to those who own land within 120 metres (400 feet) of the subject site, and a public meeting was held on March 1, 2022. Commissioner's Report #2022-P-1 provides information on the application.
- 8.2 The Region did not receive any written submissions from the public concerning this application.

## **9. Consultation**

- 9.1 On March 28, 2022, the Council of the Township of Scugog adopted a resolution supporting the approval of the application to amend the ROP. A Zoning By-law Amendment application will be required to rezone the retained farm parcel to

prevent any further severances and to prevent the construction of any new dwellings.

9.2 The Township of Scugog, the Lake Simcoe Region Conservation Authority, the Durham Agricultural Advisory Committee, the Regional Health Department, Canada Post, and the Regional Works Department have no concerns with the approval of the proposed application.

9.3 No comments or concerns were received from any member of the public.

## **10. Notice of Meeting**

10.1 Written notification of the meeting time and location of the Planning and Economic Development Committee was sent to all that requested notification, in accordance with Regional Council procedure.

10.2 The recommendation of the Planning and Economic Development Committee is scheduled to be considered by the Regional Council on June 29, 2022. If Council adopts the proposed Amendment, notice will be given by the Regional Clerk and Council's decision will be final unless appealed to the Ontario Land Tribunal (OLT).

## **11. Relationship to Strategic Plan**

11.1 In the processing of ROP amendment applications, the objective is to ensure responsive, effective and fiscally sustainable service delivery in accordance with Goal 5 of the Durham Region Strategic Plan (DRSP), "Service Excellence".

11.2 Goal 3 of the DRSP promotes Economic Prosperity. The application specifically supports the Goal 3.5 "Provide a supportive environment for agriculture and agri-food industries.

## **12. Conclusion**

12.1 The proposed amendment is consistent with the PPS and conforms with the policies of the Greenbelt Plan and the ROP. It has been demonstrated that the dwelling is surplus to the needs of the farming operation. The required zoning restrictions on the retained farm parcel will prohibit any further severances and the establishment of a new dwelling. The proposal maintains the intent of the ROP to preserve agricultural lands for agricultural purposes in the long-term. Accordingly, it is recommended that Amendment #187 to the ROP, as shown in Attachment #3, be adopted.

**13. Attachments**

Attachment #1: Location Sketch

Attachment #2: Maltheb Farms 2000 Ltd. Agricultural Land Holdings

Attachment #3: Amendment #187 to the Regional Official Plan

Respectfully submitted,

Original signed by

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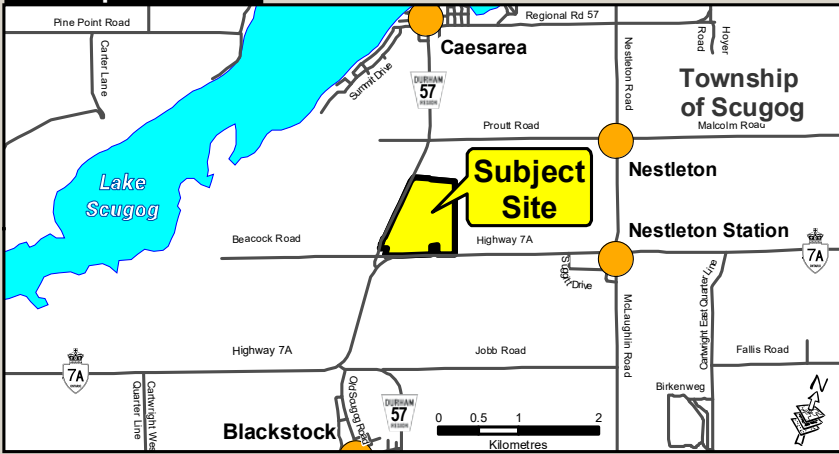
Brian Bridgeman, MCIP, RPP  
Commissioner of Planning and  
Economic Development

Recommended for Presentation to Committee






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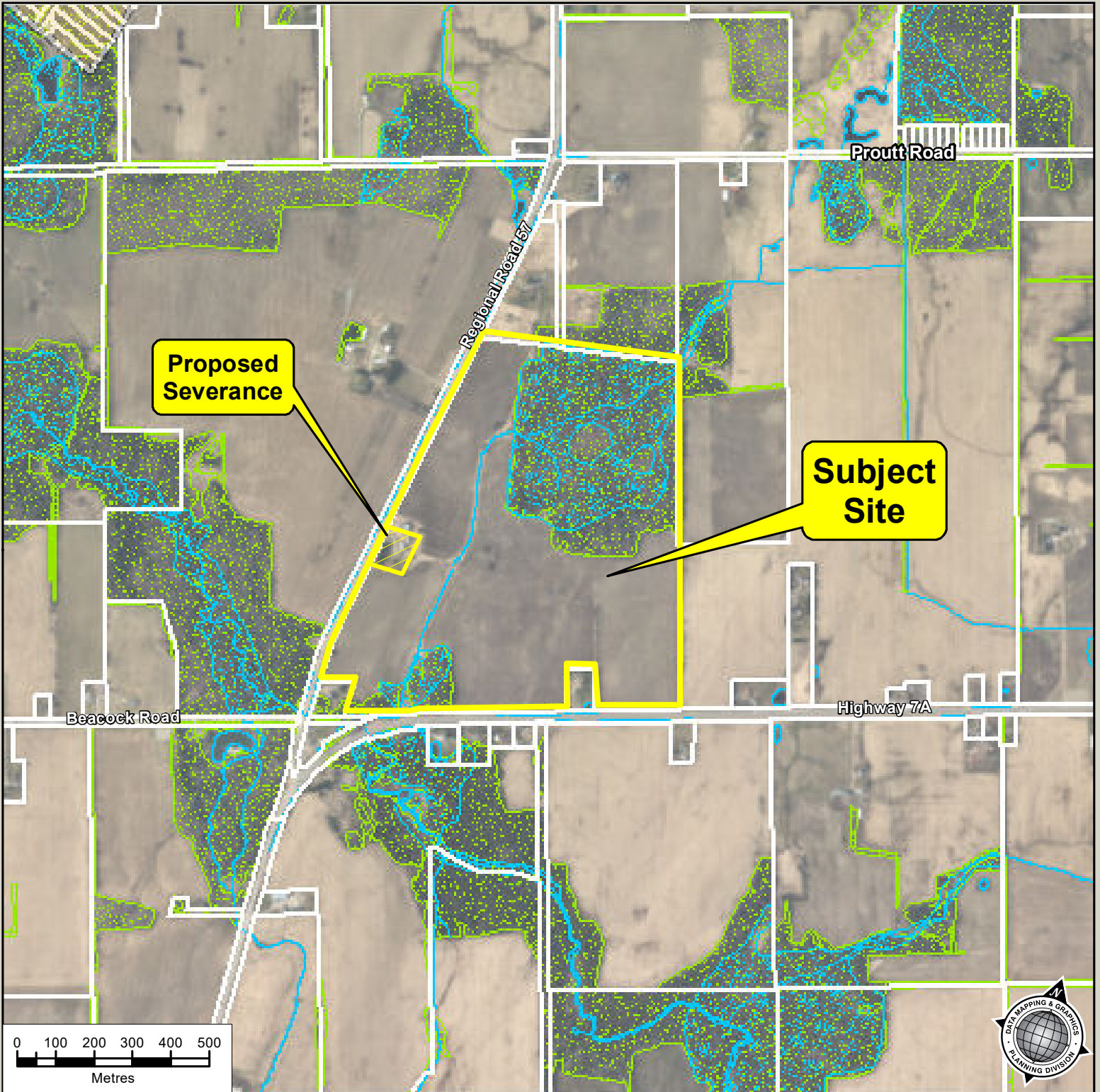
Elaine C. Baxter-Trahair  
Chief Administrative Officer

**Municipal Context**



**Legend**

-  Subject Site
-  Woodland
-  River or Stream
-  Proposed Severance
-  Wetland

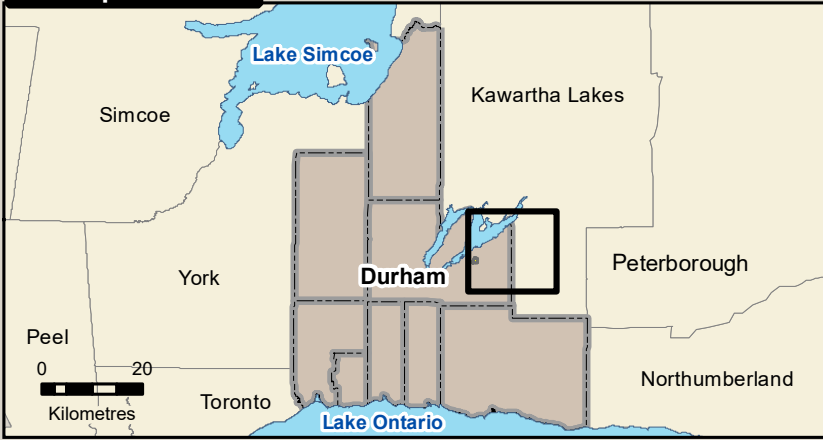


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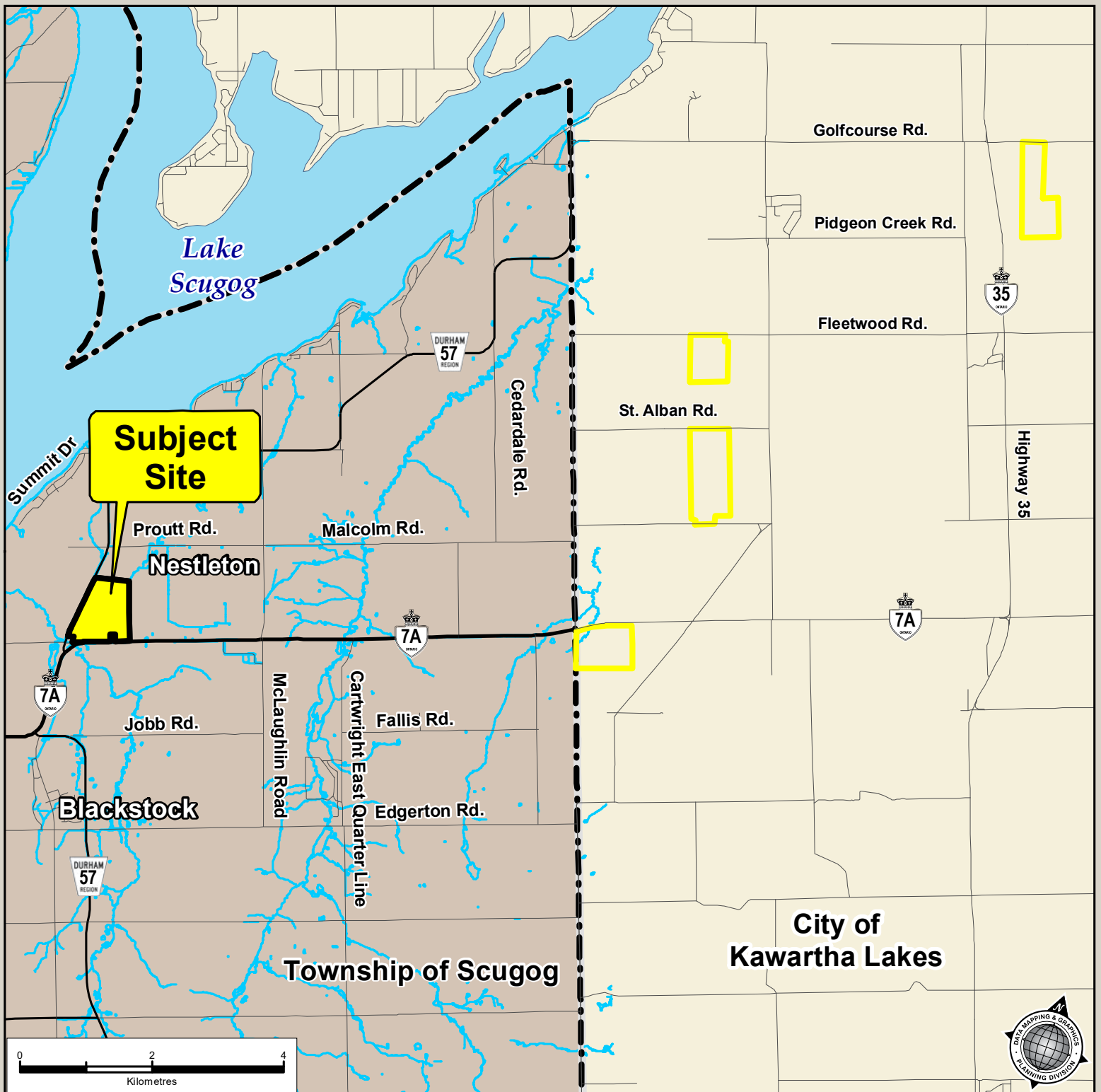


Municipal Context



Legend

- Subject Site
- Municipal Boundary
- Other Lands Owned by Matheb Farms 2000 LTD



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**Amendment #187 to the Regional Official Plan**

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|                     |   |
|---------------------|---|
| Purpose and Effect: | The purpose of this Amendment is to permit the severance of a residential dwelling rendered surplus as a result of the consolidation of non-abutting parcels on lands designated “Prime Agricultural Areas,” in the Township of Scugog.   |
| Location:           | The subject site is located at the northeast quadrant of Highway 7A and Regional Road 57, approximately 1.7 kilometers west of the Hamlet of Nestleton Station and approximately 2 kilometers north of the Hamlet of Blackstock. The site is legally described as 3512 Regional Road 57, Part of Lot 12, Concession 7, in the Township of Scugog.   |
| Basis:              | The subject site has been consolidated with another non-abutting farm parcel owned by the applicant. The residential dwelling on the subject site is not required by, and is surplus to, the farm operation. This amendment conforms with the Durham Regional Official Plan, the Greenbelt Plan, and the Growth Plan for the Greater Golden Horseshoe and is consistent with the Provincial Policy Statement.   |
| Amendment:          | <p>The Durham Regional Official Plan is hereby amended by adding the following policy exception to Section 9A.3.2:</p> <p>“9A.3.2 bbb) A surplus farm dwelling is severed from the parcel identified as Assessment No. 18-20-040-030-00700 located in Part of Lot 12, Concession 7, former Township of Cartwright, in the Township of Scugog, subject to the inclusion of provisions in the zoning by-law to prohibit the establishment of any dwellings on the retained parcel. In accordance with Provincial and Regional policies, no further severances of the property are permitted.”</p> |
| Implementation:     | The provisions set forth in the Durham Regional Official Plan regarding the implementation of the Plan shall apply in regards to the Amendment.   |
| Interpretation:     | The provisions set forth in the Durham Regional Official Plan regarding the interpretation of the Plan shall apply in regards to the Amendment.   |

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



**EARLY RELEASE OF REPORT**

**The Regional Municipality of Durham  
Report**

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To: Planning and Economic Development Committee  
From: Commissioner of Planning and Economic Development  
Report: #2022-P-\*\*  
Date: June 7, 2022

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**Subject:**

Public Meeting Report

Application to amend the Durham Regional Official Plan, submitted by McDermott & Associates Limited, on behalf of Norman Clements, to permit the severance of a dwelling that would become surplus once the subject lands are purchased by a non-abutting farm operation in the Township of Uxbridge, File Number: OPA 2022-002.

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**Recommendation:**

That the Planning and Economic Development Committee recommends to Regional Council:

- A) That Commissioner's Report #2022-P-\*\* be received for information; and
  - B) That all submissions received be referred to the Planning Division for consideration.
- 

**Report:**

**1. Purpose**

1.1 On March 29, 2022, McDermott & Associates Limited, on behalf of Norman Clements submitted an application to amend the Durham Regional Official Plan (ROP) to permit the severance of a dwelling that would become surplus once the subject lands are purchased by a non-abutting farm operation. The proposed



amendment also seeks to include accessory buildings, outdoor amenity areas and reforested areas/wetland as part of the land holdings to be included with the severance of the dwelling.

## **2. Site Description**

2.1 The subject site (the Clements property) is located at 10899 Concession Road 4, in the former Township of Scott, in the Township of Uxbridge (Attachment 1).

2.2 The property is rectangular in shape and has access to Concession Road 4. In total, it is approximately 40.57 hectares (100.24 acres) in size, of which approximately 31.29 hectares (77.32 acres) is being used for cultivation. A woodland is located on the northeast portion of the site, while two watercourses traverse the southwestern and eastern parts of the site. The cultivated lands are generally flat, while the woodland slopes easterly. The southwesterly portion of the site contains an unevaluated wetland and has been replanted with more than 1,600 coniferous saplings.

2.3 The proposed severed lands, approximately 4.5 hectares (11.1 acres), contain the following:

- a. existing residence and yard (1.81 hectares [4.47 acres]);
- b. a garage/wood workshop (100.4 square metres [1,080 ft<sup>2</sup>]);
- c. other accessory structures, including storage sheds, chicken coop and a goat shed (totalling 148.2 square metres [894.0 ft<sup>2</sup>]); and
- d. a wooded reforested area containing 1,600 coniferous saplings and an unevaluated wetland (2.71 hectares [6.70 acres]).

2.4 Surrounding uses located adjacent to the subject site include:

- a. North – agricultural lands, woodlands and wetlands, unopened road allowance;
- b. East – agricultural lands, woodlands and wetlands, recreational play fields, unopened road allowance;
- c. South – agricultural lands and woodlands; and
- d. West – agricultural lands, woodlands and wetlands.

## **3. Proposed Official Plan Amendment**

3.1 The proposed amendment to the ROP seeks to permit the severance of a 4.5 hectare (11.1 acre) parcel of land containing a dwelling, accessory buildings, outdoor amenity area, and reforested area/wetland. If this application is successful,

it is understood by Regional planning staff that the remaining 36.27 hectares (89.62 acres) will be purchased by Irvin and Sharon Tait and consolidated with their farm operation immediately north of the subject site, north of an unopened road allowance. It is Regional planning staff's understanding that the Clements dwelling is not needed by the Tait farm operation.

- 3.2 The applicant would like to use the surplus farm dwelling policies in the ROP to enable the creation of the 4.5 hectare (11.1 acre) lot for Mr. Clements' ongoing use. The applicable ROP policy contemplates that the subject dwelling has been rendered surplus as a result of a farmer acquiring additional farm lands. This pre-condition has not yet happened, the subject lands have not yet been acquired by a farmer; hence, any future approval of this application would need to be conditional on the Clements property being acquired by the Tait, or by another farm operation that does not have a need for the Clements' dwelling.

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

- 4.1 A Land Use Planning Rationale, prepared by McDermott & Associates Limited, dated February 2022, 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 Growth Plan, the Greenbelt Plan, the ROP, and the Township of Uxbridge 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 proposed dwelling to be severed has been in existence since the late 1800's and would be surplus to the Tait farm operation following the proposed consolidation of the two farms.
- 4.2 An Inventory of Land Holdings, prepared by McDermott & Associates Limited, was also submitted in support of the application. The 2021 inventory states that Irvin and Sharon Tait own one farm parcel with a single dwelling comprising approximately 73 hectares (180 acres) of tillable farmland. The report also indicates that an additional 13 agricultural parcels are farmed by the broader Tait family under an agreement with the owner of those lands. The total tillable land area comprises approximately 408.75 hectares (1,010 acres) of which 85 percent of those lands are located in the Township of Uxbridge and the balance are in York Region (refer to Attachment 2).

4.3 An Agricultural Capability Review prepared by Clark Consulting Services dated June 2, 2021, and a Scoped Environmental Impact Study (EIS) prepared by GHD dated January 5, 2022, were also submitted in support of the application.

## **5. Policy Context**

5.1 Provincial plans build upon the policy foundation in the Provincial Policy Statement (PPS) and are to be read in conjunction with the PPS. Provincial plans take precedence over the PPS to the extent of any conflict, except where legislation establishing provincial plans provides otherwise, including the Greenbelt Plan.

### **Provincial Policy Statement (PPS)**

5.2 The subject site is within the Provincial Agricultural System and designated as “prime agricultural area” in the PPS.

5.3 Section 2.3.1 states that prime agricultural areas shall be protected for long-term use for agriculture. It further states, in part, that “Prime agricultural areas are areas where prime agricultural lands predominate [including]...Canada Land Inventory Class 1, 2, and 3 lands, and any associated Class 4 through 7 lands within the prime agricultural area.”

5.4 Section 2.3.4.1 of the PPS states, in part, that lot creation in prime agricultural areas is discouraged and may only be permitted for four discrete reasons. Section 2.3.4.1.c pertains to lot creation for a residence surplus to a farming operation as a result of farm consolidation. In this scenario, the PPS stipulates that the new lot will be limited to a minimum size needed to accommodate the use (i.e. the “use” being the surplus residence) and appropriate sewage and water services. The creation of a 4.5 hectare (11.1 acre) parcel under the surplus farm dwelling provisions is well beyond what Regional Council has ever approved previously in terms of the “minimum size needed”.

### **Greenbelt Plan**

5.5 The subject site is located within the “Protected Countryside” designation of the Greenbelt Plan.

5.6 The Greenbelt Plan may permit the severance of a residence surplus to a farming operation as a result of farm consolidation subject to criteria.

- 5.7 Policy 4.6.1.b)i. of the Greenbelt Plan stipulates that the minimum lot size for severed and retained lots intended for agricultural uses within Prime Agricultural Areas shall be 40 hectares (100 acres).
- 5.8 Like the PPS, the Greenbelt Plan lot creation permissions stipulate that the severance of the surplus farm dwelling be limited to the minimum size needed to accommodate the use (i.e. the “use” being the surplus residence) and appropriate sewage and water services.
- 5.9 The planning authority must also ensure that a residential dwelling is not permitted in perpetuity on the proposed retained farm lot to be acquired by Irvin and Sharron Tait.

### **Durham Regional Official Plan Context**

- 5.10 The subject site is designated as “Prime Agricultural Areas” and “Major Open Space”. Severance applications for agricultural uses within these designations may be considered in accordance with the relevant policies of Sub-Section 9A and 14 of the ROP.
- 5.11 Policy 9A.2.9. of the ROP stipulates that the creation of parcels of land for agricultural uses of less than 40 hectares (100 acres) is not permitted.
- 5.12 Policy 9A.1.2 of the ROP discourages fragmentation of the agricultural land base and Policy 9A.1.3 encourages the consolidation of agricultural parcels of land.
- 5.13 Policy 9A.1.6 of the ROP states that marginal agricultural land, key natural heritage and hydrological features and woodlands located within Prime Agricultural Areas, shall be considered as significant elements of the agricultural land base.
- 5.14 Policy 9A.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, the dwelling was in existence as of December 16, 2004;
  - d. The farm parcel is zoned to prohibit any further severances or the establishment of any residential dwelling.
- 5.15 Policy 14.8.7 of the ROP generally states the size of the lot shall be of adequate size for the use proposed, having regard for the topography of the land, the siting of

the proposed buildings and points of access. Regard shall also be had for the ability to accommodate private servicing which complies with the standards of the Ministry of Environment, Conservation and Parks and the Region.

5.16 Policy 14.8.12 of the ROP generally states that in Prime Agricultural Areas and Major Open Space Areas, any severance applications for agricultural uses shall conform with the Greenbelt Plan.

5.17 Policy 14.8.14 and 14.8.15 of the ROP generally state that no new lot may be created for a residential dwelling in Prime Agricultural Areas or where development would negatively impact a key natural heritage and/or hydrological feature and no new lots may be created, in part, that are within or partially within a minimum vegetation protection zone of a key natural heritage feature and/or a hydrologically sensitive feature.

## **6. Consultation**

6.1 The ROP Amendment has been circulated to a variety of agencies, including the Ministry of Municipal Affairs and Housing; the Township of Uxbridge; the Regional Works and Health Departments; the Lake Simcoe Region Conservation Authority; the Durham Environmental Advisory Committee; and the Durham Agricultural Advisory Committee.

## **7. Public Consultation**

7.1 A “Notice of Complete Application” and “Notice of Public Meeting” regarding this application was advertised in the Uxbridge Times Journal newspaper and notice was posted on the Region’s website. Notice of this meeting has also been mailed out 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.

7.2 Anyone who attends the public meeting may present an oral submission, and/or provide a written submission to the Planning and Economic Development Committee on the proposed amendment. Also, any person may make written submissions at any time before Regional Council makes a decision.

7.3 If a person or public body does not make oral submissions at a public meeting or does not make written submissions 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 Land Tribunal (OLT); and
- b. May not be added as a party to the hearing of an appeal before the OLT, as appropriate, unless in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.

7.4 Anyone who want 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 Regional Headquarters  
605 Rossland Road East  
Whitby, ON L1N 6A3

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

8.1 The Planning and Economic Development Committee will consider this ROP Amendment application 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 Planning and Economic Development Committee and Regional Council at which the subject application will be considered.

## **9. Previous Reports and Decision**

9.1 There are no previous reports on this matter.

## **10. Relationship to Strategic Plan**

10.1 The objective in the processing of Regional Official Plan Amendment applications is to ensure responsive, effective and fiscally sustainable service delivery.

## **11. Attachments**

Attachment #1: Location Sketch

Attachment #2: Agricultural Land Holdings Inventory

Respectfully submitted,

Original signed by

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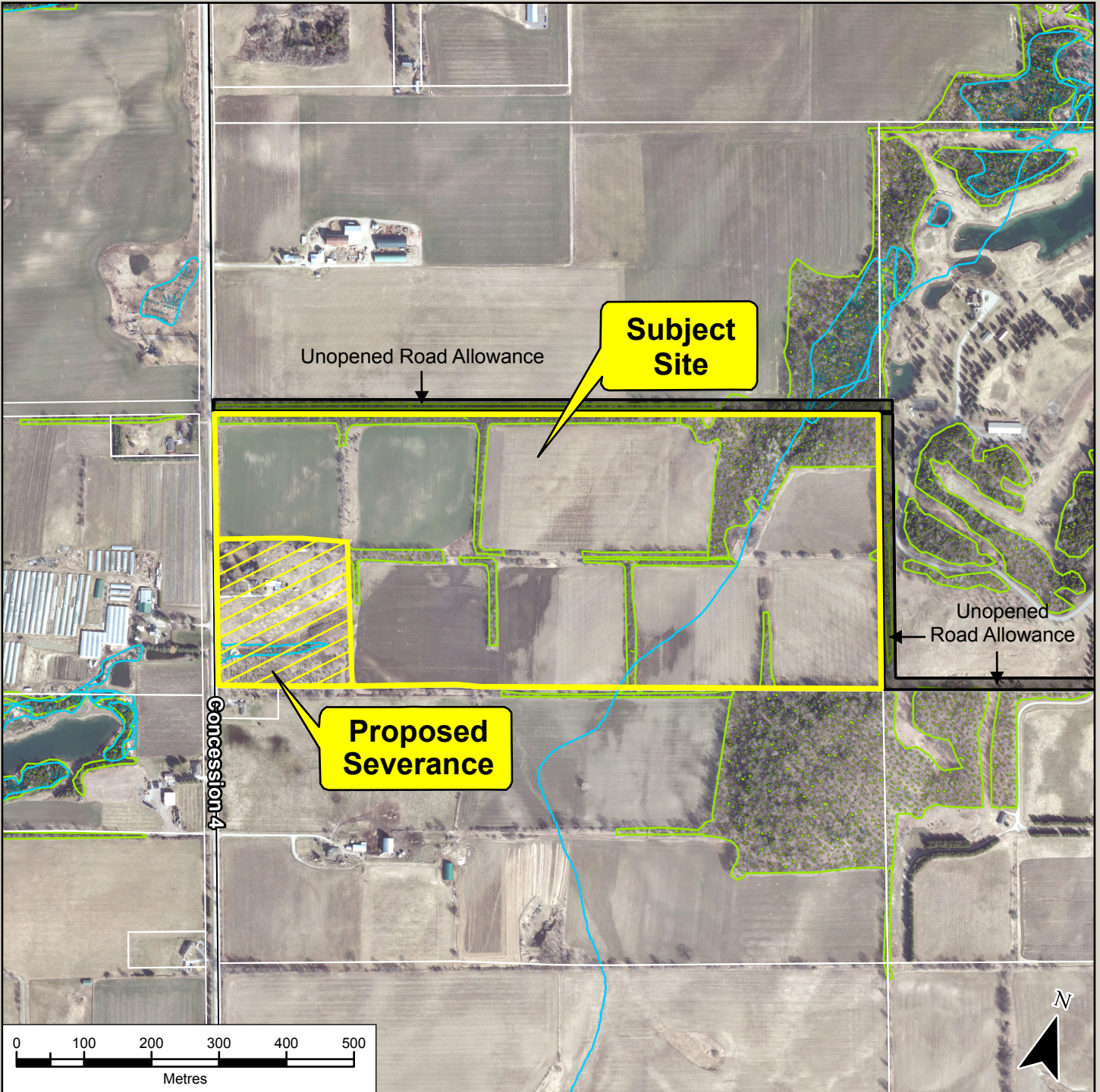
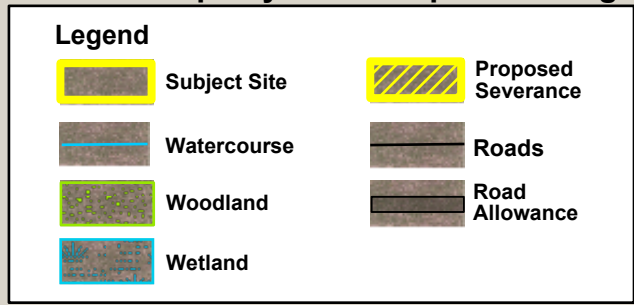
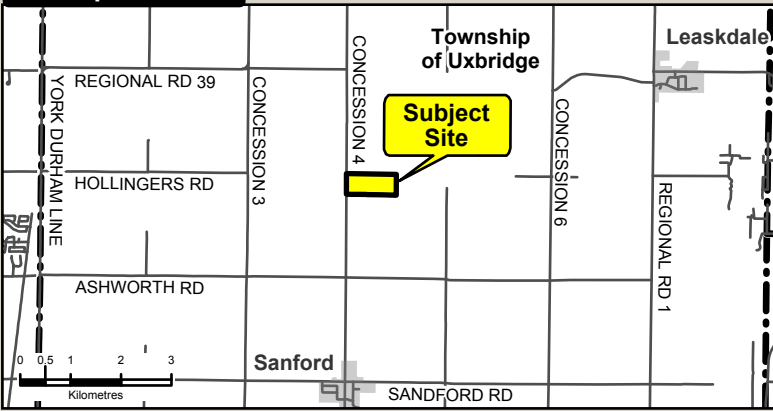
Brian Bridgeman, MCIP, RPP  
Commissioner of Planning and  
Economic Development

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Elaine C. Baxter-Trahair  
Chief Administrative Officer



**Municipal Context**

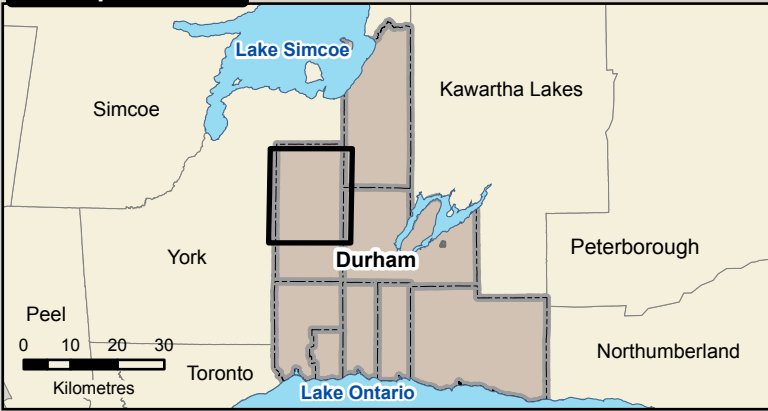


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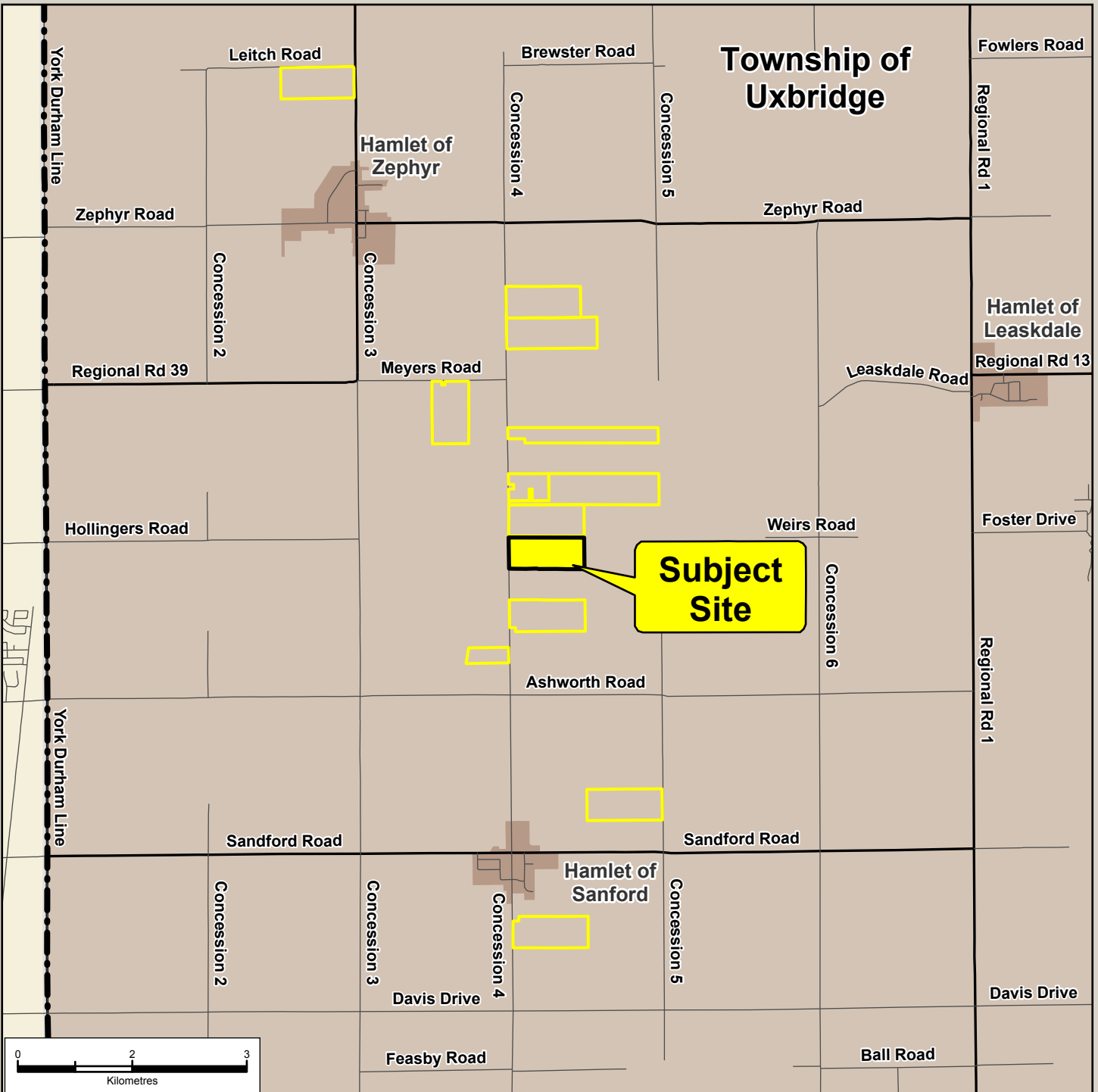


Municipal Context



Legend

- Subject Site
- Municipal Boundary
- Other Lands Owned and/or Farmed by the Tait Family



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Sent by Email

May 3, 2022

The Honourable Steve Clark  
Minister of Municipal Affairs and Housing  
[minister.mah@ontario.ca](mailto:minister.mah@ontario.ca)

Subject: Re: Environmental Registry Postings 019-5284 and 019-5285  
- Comments on proposed Bill 109, More Homes For Everyone  
Report PLN 22-22  
File: A-1400-001-22

|  |  |
|--|--|
|  Corporate Services Department<br>Legislative Services Division |  |
| Date & Time Received:  | May 03, 2022<br>2:13 pm                                |
| Original To:   | CIP  |
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| Take Appropriate Action  | <input type="checkbox"/> File <input type="checkbox"/> |
| Notes/Comments:  |  |

The Council of The Corporation of the City of Pickering considered the above matter at a meeting held on April 25, 2022 and adopted the following resolution:

1. That Council endorse the comments prepared by staff in Report PLN 22-22; and,
2. That Council authorize staff to respond to Environmental Registry of Ontario numbers 019-5284 and 019-5285 with a copy of Report PLN 22-22 and Council's resolution thereon, and that a copy of Report PLN 22-22 be forwarded to the Minister of Municipal Affairs and Housing, MPP Peter Bethlenfalvy, the Regional Municipality of Durham, and other Durham Area Municipalities.

A copy of Report PLN 22-22 is attached for your reference.

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

Yours truly,



Susan Cassel  
City Clerk

SC:am

Enclosure

Copy: The Honourable Peter Bethlenfalvy, Minister of Finance  
Brian Bridgeman, Commissioner, Planning & Economic Development, The Regional Municipality of Durham  
Cheryl Bandel, Acting Regional Clerk, Regional Municipality of Durham  
Becky Jamieson, Director of Corporate Services/Clerk, Township of Scugog  
Nicole Cooper, Director of Legislative & Information Services, Town of Ajax  
June Gallagher, Municipal Clerk, Municipality of Clarington  
Chris Harris, Clerk, Town of Whitby  
Fernando Lamanna, Clerk, Township of Brock  
Debbie Leroux, Clerk, Township of Uxbridge  
Mary Medeiros, City Clerk, City of Oshawa

Director, City Development & CBO  
Chief Administrative Officer



## Report to Council

**Report Number:** PLN 22-22

**Date:** April 25, 2022

**From:** Kyle Bentley  
Director, City Development & CBO

**Subject:** Environmental Registry Postings 019-5284 and 019-5285  
 - Comments on proposed Bill 109, More Homes For Everyone  
 - File: L-1100-057

### Recommendation:

1. That Council endorse the comments prepared by staff in Report PLN 22-22; and
2. That Council authorize staff to respond to Environmental Registry of Ontario numbers 019-5284 and 019-5285 with a copy of Report PLN 22-22 and Council's resolution thereon, and that a copy of Report PLN 22-22 be forwarded to the Minister of Municipal Affairs and Housing, MPP Peter Bethlenfalvy, the Regional Municipality of Durham, and other Durham Area Municipalities.

**Executive Summary:** On March 30, 2022, the Ministry of Municipal Affairs and Housing posted two proposals on the Environmental Registry of Ontario (ERO), numbers 019-5284 and 019-5285, for a 30-day commenting period, to seek input on proposed changes to a number of pieces of legislation, including the *Planning Act*. These changes are intended to streamline the development approvals process and increase housing supply in Ontario.

This report contains comments on, and an assessment of, possible implications of the proposed legislative changes. Comments are requested by April 29, 2022. City staff are seeking Council's endorsement of these comments, and authorization to submit them to the ERO.

**Financial Implications:** This report has no direct financial implications for the City. However, Section 2 of the report outlines impacts to the City's application revenues, should the proposed Provincial legislation proceed.

### 1. Background

On March 30, 2022, the government released its More Homes for Everyone Plan, that proposes targeted policies and initiatives to address market speculation, protect homebuyers, and increase housing supply. Bill 109 – the *More Homes for Everyone Act*, 2022, was introduced as part of this initiative, and the City has an opportunity to offer feedback on the changes proposed under the legislation. The due date for municipalities to comment on the draft bill is April 29, 2022.

The More Homes for Everyone Plan was preceded by:

- 
- the Province's Housing Affordability Task Force's report released on February 8, 2022;
  - the Ontario-Municipal Housing Summit and Rural Housing Roundtable; and
  - feedback from municipalities and meetings with the leaders of municipal organizations.

The two key messages received by the Provincial government were: streamline the development approvals process; and increase housing supply.

The following sections detail the proposed changes in Bill 109, that are expected to be of greatest interest to the City, followed by staff's recommendations in bold.

## 2. Proposed Changes

### 2.1 Site Plan Control

The Province is proposing to extend the site plan application review timeframe from 30 to 60 days. The review time referenced is the one that allows an applicant to appeal the municipality's failure to approve the submitted plans and drawings to the Ontario Land Tribunal 30 days after the application is deemed complete. Based on many years of experience, it is the opinion of staff that 30 days is completely unrealistic to achieve site plan approval, and that 60 days is equally unrealistic. The City has not had any appeals of this nature in the past 20 years.

Approval timeframes depend on many things, including response times from commenting agencies, and staffing resources to process the volume of applications, that are not always within the City's control. Some of the agencies with the longest response times are Provincial (such as the Ministry of Transportation). In addition, applicant response time to address missing or required material is definitely not within the control of the municipality, and has a major impact on timeframes.

In 2020, the Planning & Design Division converted to electronic submission, and circulation of planning applications. The City is continuously improving its development review process, with the goal of efficiently facilitating development, including that of quality, and location-appropriate, new housing supply.

**Staff recommend that the site plan application review timeframe be based on realistic timeframes experienced by municipalities across the Province.**

### 2.2 Refund Application Fee

The Province is proposing to require municipalities to refund site plan control application fees and zoning by-law amendment application fees, on a graduated scale, if a decision on an application has not been made within the required timeframes.

Requiring the City to refund application fees unfairly places the responsibility for delays exclusively on municipalities. Commenting agencies that also require a review fee (i.e., Durham Region, conservation authorities) are not being required to refund the fees they collect. It also absolves applicants of responsibility when sub-par studies and application materials results in multiple resubmissions.

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In the case of zoning by-law amendments, this requirement would unfairly penalize the City for responding to new information brought forward at the public meeting, which requires further review or analysis.

Development is intended to pay for development. Despite this principle, application fees only reflect a portion of the overall costs incurred by the City to review applications. The threat of refunding development application fees will not lead to faster decision making by municipalities. Instead, it will shift the full cost of municipal review onto the existing tax payers.

If the Province chooses to move forward with this change, the City could choose to review and update the Fees By-law by instituting a resubmission fee that is equal to the amount of the initial application fee. If the City must forfeit the original application fee due to required revisions to the application materials, the applicant should be held responsible for the lost revenue and increased timeframes. However, this will still not address the scenarios, where delays are caused by late responses from public agencies.

**Staff strongly recommend that the Province not proceed with this change.**

### 2.3 Plans of Subdivision

The Province is proposing to establish a regulation-making authority to determine what can and cannot be required as a condition of a draft plan of subdivision approval, with the goal of preventing scope creep.

It is unclear at this time what conditions will be included within/excluded from subdivision approvals. Some standards could be Province-wide but others may not be appropriate since standards should be tied to local context, and specific issues identified during the review of the subdivision. For example, stormwater management controls differ across various parts of the municipality, or a condition may be imposed to address a community or neighbourhood concern.

**Staff recommend that the Province not proceed with this change.**

In addition, the Province is proposing to grant municipalities a one-time discretionary authority to reinstate draft plans of subdivision that have lapsed within the past five years in the cases where units have not been pre-sold.

Staff supports this change, as long as the decision of whether or not to reinstate the recently lapsed draft plans of subdivision remains at the municipalities' discretion, and that such plans still constitute good planning. There may be circumstances where the underlying conditions have changed since the original approval, that would require a revision to the original plan of subdivision.

**Staff recommend that the Province proceed with this change, provided that municipalities have the authority to choose whether or not to use it.**

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## 2.4 Development Securities

The Province is proposing to establish regulation-making authority to authorize landowners and applicants to stipulate the type of surety bonds used to secure obligations in development agreements.

The City currently accepts surety bonds issued by financial institutions that have a credit rating of “A”, as measured by AM Best rating agency. As part of the rating process undertaken by the rating agency, a comprehensive analysis is completed, consisting of quantitative and qualitative evaluation of balance sheet strength, operating performance, business profile, and enterprise risk. However, a rating of a company is a point in time measurement, and it cannot be considered as a fact or guarantee of future credit quality and/or future financial solvency. When a rating agency provides its opinion, it is provided on an “as is” basis without any expressed or implied warranty. Although the City tries to mitigate its risks, by only accepting surety bonds issued by highly rated financial institutions, the surety bond does not provide the same level of guarantee or financial security as a “Letter of Credit”. If the Province adopts legislation to compel municipalities to accept surety bonds over letter of credits, the Province should be the guarantor of last resort to mitigate the financial risk for the City.

**Staff recommend that the Province not proceed with this change. If the Province chooses to proceed with this change, then staff recommend that the Province be the guarantor of last resort for these bonds.**

## 2.5 New Reporting Requirements

The Province is proposing that the annual treasurer's statement should set out whether the municipality still anticipates incurring the capital costs projected in the municipality's DC background study for a given service. If not, an estimate of the anticipated variance from that projection would be provided along with an explanation for it.

The major concern is what is meant by the term “variance” and “service”. If the terms encompass detailed analysis, including specific project timing or cost changes, the reporting could become burdensome.

**Staff recommend that the Province release a full draft of the regulation change so that staff can provide robust feedback.**

The Province is proposing that municipalities report on how the municipal need for parks, set out within their parks plans, is being addressed through the parkland dedication levies they are collecting.

The need for outdoor amenity space to serve the residents of our City is not being fully met through the amount of public parkland being acquired from parkland dedication or equivalent cash contribution. Similar to Development Charges, the City currently reports the activity for our Parkland Dedication Reserve Fund on our annual Treasurer's Statement. If required, the City can also provide a listing of committed and forecasted projects to give full transparency on how Parkland Dedication levies are being utilized.

**Staff have no objection to the Province proceeding with this change.**

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## 2.6 Development Related Charges

The Province is proposing to require municipalities to post annual financial reports for development-related charges on their websites. Since this is already being done by the City, **staff recommend that the Province proceed with this change.**

The Province is also proposing to mandate a five-year review cycle of community benefit charges (CBCs) for municipalities that have implemented them, with a requirement that councils pass a by-law to indicate if changes are required.

The City's Finance Department has undertaken work, with the assistance of a consultant, to develop a CBC strategy by September 2022. Given the dynamic nature of city development and factors impacting growth, it would be appropriate to mandate a periodic review of CBCs.

**Staff recommend that the Province proceed with this change.**

## 2.7 Parkland Dedication

The Province is proposing to implement a tiered alternative parkland dedication rate, that would only apply to Transit-Oriented Community developments. For smaller sites that are 5 hectares or less, the parkland dedication would be up to 10 percent of the land or equivalent value. For sites larger than 5 hectares, parkland dedication would be up to 15 percent of the land or its equivalent value. This change is intended to provide certainty to developers about the parkland commitment/costs associated with development.

This provision applies only to lands designated, by a Provincial Order in Council, as Transit Oriented Community land, under the *Transit Oriented Communities Act, 2020*. At this time, no parts of Pickering have been designated Transit Oriented Community.

The proposed change would reduce the overall amount of parkland provided at these high density locations. Currently, municipalities have the ability to request a parkland ratio of 1 hectare of parkland for every 300 units (or part thereof). The proposed method for calculating parkland would result in the same amount of parkland being provided whether the site was developed for 50 units or 500 units.

**Staff recommend that the Province not proceed with this change.**

In addition, the Province is proposing that a Minister's order could identify that encumbered land could be used as part of the parkland dedication requirements provided to a municipality. This provision is also only for lands designated, by a Provincial Order in Council, as Transit Oriented Community land, under the *Transit Oriented Communities Act, 2020*. Encumbered lands would include lands above servicing easements which would limit tree plantings and other recreational infrastructure. In addition, this land may not be appropriately sized or located to provide effective park space (i.e., long and narrow strips of land).

**Staff recommend that the Province not proceed with this change.**



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## 2.8 Community Infrastructure and Housing Accelerator

The Government of Ontario is introducing the Community Infrastructure and Housing Accelerator (CIHA) tool which would allow municipalities to submit a request to the Minister of Municipal Affairs and Housing to expedite approvals for local priorities such as market-rate housing, non-profit housing, and long-term care facilities. Local councils would be required to pass a council motion, and to host a public meeting to discuss the use of a CIHA for each project. Finally, a municipality would submit a request to the Minister of Municipal Affairs, who could impose conditions on the CIHA. The order, however, is not required to comply with the Provincial Policy Statement, Provincial Plans (except the Greenbelt Plan) or official plans.

The new CIHA tool resembles municipally requested Minister's Zoning Orders (MZO), but with added public consultation requirements to ensure that residents have an opportunity to provide feedback on such requests. This approach provides more transparency to the MZO process that has been applied over the last several years. While the City can still advocate to the Province for rapid approval of development with high community benefits, this new tool would formalize a process for public engagement that may resemble a traditional rezoning.

While not needing to comply with higher order provincial planning documents and official plans, staff caution that any such requests should be located where appropriate services, facilities, servicing capacity, and other amenities are available. Further, the location should represent logical and orderly development, and good planning.

**Staff recommend that the Province proceed with this change.**

## 2.9 Data Collection

*Planning Act* amendments are being proposed to require public reporting by planning authorities on development applications that have been submitted, are deemed complete, are under review, and approved.

**Staff recommend that the Province proceed with this change as this is already being done by the City.**

In addition, the Province is proposing to create a "development approvals data standard" to ensure a more efficient and streamlined approvals process and coordination between municipalities and the development industry.

In 2020, the City installed Bluebeam Revu software for the review of building permit applications. This software and standard practice improvement has facilitated the electronic submission, circulation, and review of building permit applications, which has made the overall process more convenient for customers (i.e., submissions can be made remotely rather than in-person). While it has taken time to establish templates and processes to support paperless plans review, and to train staff, the move to electronic markup has proven to be an improvement to operations.

With the support of the Provincial Streamline Development Approval Fund, staff are in the midst of pursuing an expansion of the digital application system to include a public portal, with user dashboard functionality, which will further integrate processes and improve the customer experience.

**Staff recommend that the Province proceed with this change as this is already being done by the City.**

## **2.10 Ontario Land Tribunal and the Landlord and Tenant Board**

The Province of Ontario is investing \$19 million to reduce the backlog of cases and increase the decision-making speed at the Ontario Land Tribunal (OLT) and Landlord and Tenant Board.

Any additional investment to the OLT and Landlord and Tenant Board will provide benefit to resolving outstanding land use matters and encouraging private investment in housing and, in particular, the rental market.

**Staff recommend that the Province proceed with this change.**

## **2.11 Regional Official Plan Amendments**

Amendments are being proposed that allows the Minister, where they are the approval authority for Regional/Upper tier Official Plans and amendments thereto, to suspend the 120-day approval period, after which the municipalities would be able to appeal the failure to make a decision. Also, it allows the Minister to refer these approvals to the OLT for a recommendation and/or a decision.

The ability of suspending the 120-day approval period, in essence suspending the ability of the municipality to appeal, is an admission that the planning review and approval process is complex and time consuming.

It appears that this proposed change will add an additional layer of litigation to the approval process for Regional Official Plans and Amendments. This change would be counter-productive to the goal of speeding up the approval of new housing approval. Further details are required to understand the full implications of this change.

**Staff recommend that the Province not proceed with this change.**

## **2.12 Planning For Future Growth**

The Province is proposing to connect transit ridership forecasts to growth of housing and employment. In principle, connecting transit investments with population growth makes sense. However, it is unclear how transit and land use planning will be impacted by this change.

**Staff recommend that the Province provide further information about this change.**

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### 2.13 Ontario Homebuyer and Renter Protections

The Province of Ontario is also introducing new provisions to protect residents who buy, own, and rent homes. This includes:

- increasing the non-resident speculation tax rate from 15% to 20%, and the expansion of this tax across Ontario;
- establishing a province-wide working group with municipalities who intend on establish a vacant home tax, where best practices can be shared;
- working to establish measures relating to land speculation, such as construction shutdowns, which can be used to drive up housing costs;
- amending the *New Home Construction Licensing Act, 2017* and the *Ontario New Home Warranties Plan Act* to increase the fines and administrative penalties;
- empowering the new home building industry regulator, the Home Construction Regulatory Authority, with a mandate to address “unethical builder and vendor conduct”;
- requiring a condominium information sheet for pre-construction units, and increasing the amount of interest that is payable on new construction units in situations such as when a project is cancelled, to benefit new homebuyers.

These changes could help prevent land speculation that inflates housing prices, and could also increase protection of homeowners from unethical practices within the building industry.

**Staff recommend that the Province proceed with these changes.**

### 2.14 Using Surplus Provincial Lands

The Province is proposing a Centre of Realty Excellence (CORE) that would determine how Ontario could better utilize its portfolio of surplus land for projects, such as long-term care and non-profit housing. This would include developing a process to streamline access to these lands for housing providers.

**Staff recommend that the Province proceed with this change. The Province may also consider issuing proposal calls for these lands.**

## 3. Conclusion

The legislation introduced on March 30, 2022 has been posted to the Environmental Registry of Ontario for a 30-day comment period which closes on April 29, 2022. According to the current standing orders of the legislature, the final day that the House may meet before the Provincial election is May 4, 2022.

Staff are doubtful that the changes proposed by Bill 109 will lead to more rapid development approvals. Simply saying it must be done faster, and imposing financial penalties directly affecting the funding of staff to process such applications, does not mean it can be done faster, given the number of applications and the number of stakeholders who must contribute to the planning approval process. Further, the

proposed changes do not directly provide for the creation of affordable housing or high quality urban design. Municipalities are being asked to make a number of compromises, in favour of the idea of accelerated development approvals.

Staff recommend that Council endorse the comments contained within Report PLN 22-22 and direct staff to respond to ERO postings 019-5284 and 019-5285 with a copy of Report PLN 22-22 and Council’s resolution.

**Prepared By:**

**Approved/Endorsed By:**

Original Signed By

Original Signed By

Paul Wirch, RPP  
Principal Planner, Policy

Catherine Rose, MCIP, RPP  
Chief Planner

Original Signed By

Original Signed By

Déan Jacobs, MCIP, RPP  
Manager, Policy & Geomatics

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

PW:ld

Recommended for the consideration  
of Pickering City Council

Original Signed By

Marisa Carpino, M.A.  
Chief Administrative Officer



April 27, 2022

Ministry of Municipal Affairs and Housing  
Office of the Minister  
777 Bay Street, 17<sup>th</sup> Floor  
Toronto, ON  
M7A 2J3

Overview of Bill 109, More Homes for Everyone Act, 2022 – PLAN-23-22

**Resolution No.2022-121**

**Moved** by Councillor Clark

**Seconded** by Councillor Van Egmond

**BE IT RESOLVED THAT** Council receive Report PLAN-2022-23 for information; and

**THAT** Council direct staff to prepare a resolution letter to be endorsed by Council, signed by the mayor, and sent to David Piccini, MPP and the Ministry of Municipal Affairs and Housing prior to April 29, 2022.

**CARRIED.**

**Re: Bill 109: More Homes for Everyone Act**

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Dear Minister Clark,

This letter is in response to the request for feedback concerning Bill 109 in addition to the April 20, 2022 Information Session and Technical Overview for Bill 109 presented by the Ministry of Municipal Affairs and Housing.

It is acknowledged that housing affordability and availability is becoming a serious issue in the province of Ontario, however it is the concern of many that the proposed changes will not achieve the goals being set for expediting the housing project process.

Whereas the Township of Cramahe supports housing supply initiatives, especially initiatives that balanced and sustainable growth which is a key objective of its Strategic Plan, the Township of Cramahe and the Northumberland County Official Plans . Although all Municipalities are wanting to expediate housing project processes, it is difficult to see how the proposed changes are executing this goal responsibly.

Whereas municipalities, including the Township of Cramahe, are facing unprecedented development pressures, complex development files, and ongoing resource challenges on the heels of a global pandemic.

|   |  |
|---|--|
|  Corporate Services Department<br>Legislative Services Division |  |
| Date & Time Received:   | April 29, 2022<br>11:27 am                             |
| Original To:  | CIP  |
| Copies To:  |  |
| Take Appropriate Action   | <input type="checkbox"/> File <input type="checkbox"/> |
| Notes/Comments:   |  |

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**Corporation of the Township of Cramahe**

P.O. Box 357, Colborne, Ontario K0K 1S0 • T (905)355-2821 • F (905)355-3430

Whereas the Province of Ontario through the Homes for Everyone Act, 2022 proposes to:

- enact legislation to refund application fees should certain planning approvals not be issued within prescribed timeframes;
- regulate the supporting materials necessary for a complete site plan application; and,
- to provide limitations on the types of subdivision conditions that can be imposed on development applications.

Now therefore be it resolved that while Council for the Township of Cramahe generally supports many of the revisions to provincial legislation to support increased housing supply, the Township of Cramahe respectfully objects to:

1. Refunding development application fees that would result in lost revenue for staff time spent on files, and which delays may not be attributed to a lack of staff resources on the file, but rather the result of increasingly complex matters that impact timeframes and are largely outside the control of municipal planning departments, including the quality and timeliness of application material by the applicant and/or their consulting team.
2. Prescribing the requirements for a complete site plan application. At the pre-consultation stage together with staff and agencies a detailed list of requirements for the complete site application is provided. Municipal and agency staff together with the applicant work well to scope the types of studies and level of detail through approved Terms of Reference, as required. This practice should be left to Municipalities, with appeal rights provided to the applicant under the *Planning Act*, should a dispute arise.
3. Limiting the types of conditions of approval for Draft Plans of Subdivision may impact staff and Councils' ability to appropriately respond to the unique and complex nature of development applications and to best protect the interests of the Municipality. The applicant has the right to appeal under the *Planning Act* should a dispute arise.

And further that that this resolution be circulated to David Piccini, MPP and through the Provincial commenting window for the More Homes for Everyone Act, 2022.

If you have any questions, please feel free to contact the undersigned.

Sincerely,



Mandy Martin  
Mayor  
Township of Cramahe  
(905) 376-7241  
mmartin@cramahe.ca

cc. Members of Council  
David Piccini, MPP  
Municipal Clerk

**Corporation of the Township of Cramahe**

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P.O. Box 357, Colborne, Ontario K0K 1S0 • T (905)355-2821 • F (905)355-3430

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

## The Regional Municipality of Durham

### MINUTES

#### DURHAM AGRICULTURAL ADVISORY COMMITTEE

April 12, 2022

A meeting of the Durham Agricultural Advisory Committee was held on Tuesday, January April 12, 2022 in the Council Chambers, Regional Headquarters Building, 605 Rossland Road East, Whitby, Ontario at 7:30 PM. Electronic participation was offered for this meeting.

#### 1. Roll Call

Present: Z. Cohoon, Federation of Agriculture, Chair  
T. Barrie, Clarington  
N. Guthrie, Member at Large  
B. Howsam, Member at Large  
K. Kemp, Scugog  
K. Kennedy, Member at Large  
G. O'Connor, Member at Large  
D. Risebrough, Member at Large  
H. Schillings, Whitby  
B. Smith, Uxbridge, Vice-Chair  
G. Taylor, Pickering  
F. Puterbough, Member at Large  
T. Watpool, Brock, Vice-Chair  
B. Winter, Ajax  
**\*members of the Committee participated electronically**

Absent: G. Hight, Regional Councillor

#### Staff

Present: A. Brown, Program Specialist, Department of Planning and Economic Development  
C. Goodchild, Manager, Policy & Special Studies, Department of Planning and Economic Development  
R. Inacio, Systems Support Specialist, Corporate Services – IT  
S. Jibb, Manager, Agriculture & Rural Affairs, Department of Planning and Economic Development  
M. Scott, Project Planner, Department of Planning and Economic Development  
K. Smith, Committee Clerk, Corporate Services – Legislative Services  
**\*all staff except R. Inacio participated electronically**

**2. Declarations of Interest**

There were no declarations of interest.

**3. Adoption of Minutes**

Moved by T. Watpool, Seconded by F. Puterbough,  
That the minutes of the Durham Agricultural Advisory Committee meeting  
held on Tuesday, March 8, 2022, be adopted.

CARRIED

**4. Delegations**

A) Helen Brenner, Pickering Resident, re: Agricultural Impact of Urban Sprawl

Helen Brenner, Pickering Resident, provided a presentation regarding the  
Agricultural Impact of Urban Sprawl.

Highlights of the presentation included:

- Advance Complete Communities
- The Ask! Endorse: No new land growth scenario
- Why? We have the best Soil

H. Brenner shared her vision for a sustainable Durham Region to advance complete communities in support of a mix of housing forms to increase affordability including citizens being able to access the frequent transit options; walkable and bikeable spaces; and, where farmland and watersheds are protected in perpetuity.

H. Brenner requested the committee's support to hold the current urban boundary intact. She indicated that there are currently 10,000 vacant acres of development land and based on 2020 data, there are 33,000 draft approved residential and 26,000 residential units in progress.

H. Brenner discussed the Ontario Prime Agricultural System Implement documents; soil capability for agriculture; Durham Region's 2020 Climate Emergency; Durham Region's environmental sustainability in the strategy plan; Impact of Land-use Scenarios on GHG Emissions report; curbing urban sprawl; community design and land use; and, missing middle housing format.

H. Brenner responded to questions from the Committee.

**5. Presentations**

A) Namrata Shrestha, Senior Manager, Watershed Planning and Reporting, Toronto and Region Conservation Authority – TRCA's Updated Regional Natural Heritage System and Water Resource System Mapping: An Overview



Namrata Shrestha, Senior Manager, Watershed Planning and Reporting, Toronto and Region Conservation Authority (TRCA), provided a PowerPoint presentation regarding TRCA's Updated Regional Natural Heritage System and Water Resource System Mapping: An Overview.

Highlights of the presentation included:

- Context
- Context: Agriculture
- What is a Natural Heritage System (NHS)?
- TRCA's Terrestrial Natural Heritage System Strategy (2007)
- Why an update to the TNHS?
- Criteria for TRCA Updated NHS
- Integration for TRCA Updated NHS
- TRCA Updated Target NHS 2021
- What is Water Resource System (WRS)?
- TRCA WRS 2021 – KHF's and KHAs
- Example of Implementation
- Summary
- Next Steps

N. Shrestha advised that Toronto and Region Conversation Authority is updating the Terrestrial National Heritage System in order to use updated science and the practice of integrated natural systems planning; to consolidate the municipal natural heritage systems; to account for climate change impacts on natural systems; to use the most up-to-date natural heritage field data, land cover and land use data, and analytical capacity; and, to assist TRCA and municipal partners in various strategies and initiatives. She provided an overview of the criteria, integration, updated target, Water Resource System, summary of the update, and next steps.

N. Shrestha responded to questions from the Committee.

Discussion ensued with regards to prime agricultural landowners wanting to plant trees on their property; landowners who are not agricultural farmers; and educating landowners regarding planting trees on class 1 and 2 lands.

M. Scott advised that Durham Region has a draft Regional Natural Heritage System that is part of Envision Durham and that will be presented to Committee at the May 10, 2022 meeting. He also provided a link to Report #2022-P-7: Envision Durham – Identifying a Regional Natural Heritage System.

## **6. Discussion Items**

### **A) Rural and Agricultural Economic Development Update – S. Jibb**

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S. Jibb provided the following update:

- Thank you to Committee for their input on the Agri-Food Growth Plan. The new agricultural strategy has incorporated the feedback. There is one more presentation required to do for Durham Farm Fresh. The plan will be finalized and presented to the Planning & Economic Development Committee on June 7, 2022.
- There was a business case for the Local Food Hub and it was approved in principle by Council on February 23, 2022. The next step is implementation. There was a meeting held on April 12, 2022 with local food partners to obtain input on joining forces to support to local food system.

A. Brown provided the following update:

- Kawartha Pine Ridge District School Board is hosting a symposium for students from grades 7 to 12 and A. Brown will be providing a presentation on agricultural careers and agriculture in the environment.
- The “So You Think You Want to Farm” and “Thinking of Diversifying Your Farm” webinar series have concluded. There were approximately 130 participants. The webinar series was recorded and can be shared upon request.

B) 2022 DAAC Farm Tour Sub-Committee Report – D. Risebrough

D. Risebrough provided the following update:

- The Farm Tour Sub-Committee met before the April 12<sup>th</sup> meeting. Based on the current COVID-19 situation, they received indications that they can proceed with an in-person tour.
- The proposed date for the Farm Tour is Wednesday, September 14, 2022 and will be confirmed within the next few days.
- The Farm Tour will take place at the Sargent Family Dairy Farm and Enniskillen Jersey's. It will be a two-part farm tour with one part on the dairy farm processing operation, and the other part on the jersey dairy milk production operation.
- There is consideration for using the agricultural career videos for the lunch presentation to educate people with respect to agriculture and agricultural career opportunities.
- There will be an on-site meeting with the Sargent's on April 26, 2022.

C) Envision Durham – Alternative Land Need Scenarios Assessment

A copy of Report #2022-INFO-19 of the Commissioner of Planning and Economic Development – Envision Durham – Growth Management Study – Release of

Alternative Land Need Scenarios Assessment Summary Report was provided as Attachment #2 to the Agenda and received.

M. Scott advised there are currently five scenarios being considered to determine an overall recommended growth forecast. He stated there is a community area land need scenario and an employment area land need scenario which consider different housing types and mixes, intensification rates, greenfield density targets, and, employment area density analysis. He reviewed the employment land need scenarios and community area scenarios with the Committee.

Discussion ensued with regards to the growth management study and the land need assessment which is being used to determine the settlement area boundary expansion to accommodate the Region's population and employment growth to the year 2051.

Moved by F. Puterbough, Seconded by T. Barrie,  
That the following comments with respect to the Alternative Land Need Scenarios Assessment Summary Report be forwarded to the Planning Division for consideration:

That the Durham Agricultural Advisory Committee is in support of Scenario 5.  
CARRIED ON THE FOLLOWING  
RECORDED VOTE:

| <u>Yes</u>          | <u>No</u>    |
|---------------------|--------------|
| Tom Barrie          | Neil Guthrie |
| Brad Howsam         |              |
| Kevin Kemp          |              |
| Gerri-Lynn O'Connor |              |
| Fraser Puterbough   |              |
| Dave Risebrough     |              |
| Hubert Schillings   |              |
| Bryan Smith         |              |
| Gord Taylor         |              |
| Tom Watpool         |              |

Members Absent: Councillor Highet  
Keith Kennedy  
Buck Winter

Declarations of Interest: None

## 7. Information Items

### A) Agri-Food Business Development Charges Follow Up – S. Jibb

S. Jibb advised that she followed up with the Finance department and confirmed that the Regional Development Charge By-law does contain a provision that provides an exemption for migrant worker housing or housing for temporary farm workers. She also advised it is considered a farm building and therefore meets

the definition to be exempt from Regional Development Charges and does not apply to all municipalities across Durham.

S. Jibb added that she requested a comparison of development charges in general for Durham Region as well as the GTA and when looking at on-farm diversified uses, it is becoming more of a discussion in terms of commercial, retail, and industrial rates that may be applied to on-farm diversified uses.

A. Brown advised that she is working on a municipal scan for local area municipalities in Durham and the surrounding area with regards to agricultural fees for site plans, agricultural building permits, and site alterations. She advised she will provide an update to Committee with a complete comparison.

## **8. Other Business**

### **A) On-Farm Diversified Uses**

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Z. Cohoon questioned if there are any policies or by-laws that regulate on-farm diversified uses in Durham Region.

M. Scott advised that the committee and sub-committee have provided feedback on the policies regarding on-farm diversified uses and that Durham Region is working on creating draft policies to bring the Official Plan into conformity with the Provincial policy. He added that the draft policies will be presented to the committee and they will have an opportunity to comment on the draft policies.

Moved by B. Smith, Seconded by H. Schillings,  
That the Durham Agricultural Advisory Committee recommends to the Planning and Economic Development Committee that the Durham Regional Official Plan include policies regarding on-farm diversified uses as provided in the OMAFRA Guidelines to Permitted Uses in Ontario's prime agricultural areas, permit agricultural related uses, and permit Agri-tourism uses.

CARRIED

## **9. Date of Next Meeting**

The next meeting of the Durham Agricultural Advisory Committee will be held on Tuesday, May 10, 2022 starting at 7:30 PM.

## **10. Adjournment**

Moved by F. Puterbough, Seconded by H. Schillings,  
That the meeting be adjourned.

CARRIED

The meeting adjourned at 9:06 PM

Respectfully submitted,

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Z. Cohoon, Chair, Durham Agricultural Advisory  
Committee

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K. Smith, Committee Clerk

## **DURHAM NUCLEAR HEALTH COMMITTEE (DNHC) MINUTES**

**Location** Durham Regional Headquarters  
605 Rossland Road East  
Town of Whitby

**Meeting** In an effort to help mitigate the spread of COVID-19, this DNHC meeting was a virtual meeting so that Presenters and Members could present and participate without meeting together in the Regional Council Chambers.

**Date** April 22, 2022

**Time** 1:00 PM

### **Members that Participated**

Dr. Robert Kyle, Durham Region Health Department (DRHD), (Chair)  
Lisa Fortuna, DRHD  
Mary-Ann Pietrusiak, DRHD  
Dr. Kirk Atkinson, Ontario Tech University  
Phil Dunn, Ministry of the Environment, Conservation and Parks  
Raphael McCalla, Ontario Power Generation (OPG)  
Loc Nguyen, OPG  
Deborah Kryhul, Public Member  
Veena Lalman, Public Member  
Janice Dusek, Public Member  
Susan Ebata, Public Member  
Dr. Barry Neil, Public Member  
Dr. Lubna Nazneen, Alternate Public Member  
Alan Shaddick, Alternate Public Member

### **Presenters & Assistants**

Brian Devitt, (Secretary)  
Derek Wilson, Nuclear Waste Management Organization (NWMO)  
(Presenter)  
Lise Morton, NWMO, (Presenter)  
Michael Borrelli, NWMO  
Nuala Zietsma, OPG (Presenter)  
Robin Manley, OPG (Presenter)  
Dragan Popovic, OPG (Presenter)  
Gary Rose, OPG (Presenter)  
Carrie-Anne Atkins, OPG (Presenter)  
Jesara Holla, OPG  
Fred Kuntz, OPG

Helen Tanevski, DRHD  
Paulo Correia, DRHD  
Pamela Khan, DRHD  
Roger Inacio, DRITD  
James Kilgour, Durham Emergency Management

## **Regrets**

Jane Snyder, Public Member  
Hardev Bains, Public Member  
Dr. David Gorman, Public Member

Dr. Robert Kyle opened the virtual meeting and welcomed everyone.

Dr. Robert Kyle mentioned that Observers who have questions concerning presentations today, should email or discuss their requests with James Kilgour, Director, Durham Emergency Management, at [james.kilgour@durham.ca](mailto:james.kilgour@durham.ca) or 905-668-7711 extension 6260.

James will follow-up with each of the presenters after the meeting with the Observers' questions off-line to prevent any duplication of emails and responses. James will report back to Dr. Robert Kyle the outcomes of the questions he received.

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

The Revised Agenda was adopted.

### **2. Approval of Minutes**

The Minutes of January 22, 2021, meeting were adopted as written.

### **3. Correspondence**

**3.1** Dr. Robert Kyle's office received the Minutes of the Joint Meeting of the Darlington and Pickering Nuclear Generating Station (NGS) Community Advisory Council meeting held on December 7, 2021.

**3.2** Dr. Robert Kyle received a report from James Kilgour, dated March 18, 2022, that James did not receive any questions from Observers arising from the January 21 DNHC meeting.

### **4. Presentations**

**4.1 Progress Report by the Nuclear Waste Management Organization (NWMO) concerning its Implementation of Adaptive Phased**

## **Management and Site Selection Process for the Long-term Management of Used Nuclear Fuel in Canada**

Derek Wilson, Chief Operating Officer and Lise Morton, Vice President, Site Selection, NWMO, provided a joint presentation concerning Implementing Canada's Plan for Used Nuclear Fuel and the Site Selection Process for a proposed deep geological repository.

Lise provided an overview of the critical juncture of NWMO's journey towards implementing the safe management and storage of used nuclear fuel in Canada and the highlights were:

- NWMO is an independent, arms-length, non-profit funded by companies who generate Canada's used nuclear fuel.
- NWMO's job is to complete the life cycle of used nuclear fuel with long-term safe disposal that will be seen as a proven model of responsible stewardship.
- NWMO was mandated through federal legislation in 2002 and after five years of discussion with Canadians, they put forward a plan, Adaptive Phased Management. The plan was accepted in 2007 and involves isolating the used nuclear fuel underground.
- Since 2007, NWMO has been working closely with municipal and indigenous communities, industry regulators and all levels of government to protect people and the environment for generations to come.

Lise provided an overview of the Site Selection Process.

- In 2023, the Site Selection Process should lead to a preferred site location for a detailed site characterization for the project.
- Since 2010, 22 communities have expressed interest to be included in the site selection process for the long-term management of used nuclear fuel.
- To establish a preferred site location for a detailed site characterization, NWMO considers three main categories:
  - Safety – The location is a safe place to put an underground facility.
  - Transportation – The location is suitable for a safe, secure, and socially acceptable transportation plan to move the used nuclear fuel to the site.
  - Partnership – Confidence that NWMO can build strong partnerships with the informed host community, its First Nation, Metis, and municipal neighbours.
- In 2022, NWMO is conducting detailed assessments in 2 communities and its surrounding areas near the Township of Ignace in northwestern Ontario, and the Municipality of South Bruce in southern Ontario.
- Following a multi-step process that includes field investigations, a comprehensive regulatory decision-making process, and on-going community and public engagement; NWMO expects to select a single preferred site in 2023.
- When regulatory approvals are received, construction will begin and take approximately 10 years to complete.
- The Regulatory Approval and Design and Construction Process will include:



- Submitting the Project Description in 2024
- Grand opening of the Centre of Expertise in 2027
- Impact Assessment expected to be approved in 2028
- Licence to construct in 2032
- Design and construction to begin in 2033
- Operation to begin in 2043.

Lise explained NWMO's extensive engagement program with informed host communities:

- Requires a compelling demonstration of willingness from the local potential host communities.
- Covers costs associated with learning about the project.
- Establishes independent advisory and peer review bodies to help ensure accountability.
- Provides open-houses and workshops with subject specialists to provide opportunities for engagement with people in the area to build confidence and trust.
- Respects the rights of Indigenous peoples and it is a key part of the process in building consent.

Lise mentioned that through their work with communities, partnerships need to be underpinned with:

- Willingness to proceed by people living in the communities.
- Understanding of how the project will enhance well-being.
- Drafting agreements that outline a common understanding of NWMO will work together with communities.
- Making progress involves a deep commitment to learning and engaging together and listening to what is important to the communities.

Lise mentioned some of the examples of the engagement program that included:

- In 2021, NWMO continued to implement a program of Indigenous Cultural Awareness and Reconciliation training for its staff to seek to interweave Indigenous knowledge and insights throughout the organization and into dialogue with each other.
- Hosted Indigenous Knowledge and western science workshops to seek ways to bring into dialogue with each other and to interweave insights from both subjects on practical subjects like protecting water.

Lise summarized that Canada's plan will only proceed with informed and willing hosts, where the municipality, Indigenous communities and others in the area are working together to implement it.

Derek provided a detailed update of NWMO's Site Selection Engineering that included:

- In the Ignace area, work has resumed that began before the COVID-19 pandemic with the fourth borehole and work is underway to set up the site in preparation for initiating drilling the fifth borehole.
- In the South Bruce area, mobilization for the first borehole was completed and the second bore hole is underway.
- Both sites have different types of rock, and both have very strong potential to be safe and to be implemented in a way that aligns with NWMO's community goals and objectives.

Derek explained that the technical site assessments in the Ignace and South Bruce areas will include borehole drilling and testing that are all necessary to determine the design and safety of the proposed DGR for each site.

Since 2014, proof testing and technical demonstrations of the handling of the used nuclear fuel containers and using multiple barriers to contain and isolate the used fuel pellets, is continuing.

Derek mentioned Preliminary Safety Assessments and Sensitivity Assessments are ongoing and involve technical evaluation that includes:

- Safe containment and isolation of used nuclear fuel
- Long-term resilience to geological processes and climate change
- Isolation of used nuclear fuel from future human activities
- Amenable to site characterization and data interpretation activities
- Safe construction, operation, and closure of the facility.

Derek provided an update on NWMO's Transportation Focus that included:

- Currently, all used nuclear fuel is stored on an interim basis at NGSs across Canada.
- Eventually, NWMO will be moving all of Canada's used nuclear fuel to the single site.
- Transportation is an essential step in the implementation of Canada's plan for safe, long-term storage of used nuclear fuel.
- In the 2040s, transportation will begin when the site is operational and there is broad public support for the proposed transportation plan.
- NWMO is actively building confidence that its socially acceptable transportation plan can be developed with their inclusive dialogue with Canadians and Indigenous peoples.

Derek Wilson and Lise Morton or their associates will update the DNHC next year on the progress NWMO has made in its Adaptive Phased Management and Site Selection Process for the long-term management of used nuclear fuel in Canada. More information about NWMO is available at [nwm.ca](http://nwm.ca).

#### **4.2 Progress Report by OPG's new Nuclear Sustainability Services Division concerning its Stewardship of Nuclear Materials and By-products of Nuclear Energy**

Nuala Zietsma, Director, Nuclear Sustainability Services (NSS), OPG, provided a detailed progress report concerning its Responsible Management of Nuclear By-Products Program.

Nuala explained the name change from the previous Nuclear Waste Management Division to the NSS Division. The name change better reflects the Division's mission to reduce its environmental footprint by embracing the 3Rs of reduce, reuse and recycle.

The new NSS Division has a multi-year mission is to increase processing, reduce stored volumes and maximize recycling because many nuclear by-products are valuable (not waste) such as medical isotopes, tritium, heavy water Helium-3 etc. The mission also aligns with OPG's Climate Change Plan to achieve net-zero goals.

Nuala explained the major activities and responsibilities of the NSS Division that includes:

### **Management of Nuclear By-products**

- Low-Level Waste (LLW) – Includes gloves, small tools, paper and parts such as pumps and valves that will be radioactive for 100-300 years. LLW is sorted and segregated to reduce volumes of materials by compaction, incineration and some materials are recycled as clean products.
- Intermediate-Level Waste (ILW) – Includes resins and filters to keep reactor water systems clean and reactor components that will be radioactive for 100,000 years. ILW is taken to an interim storage site at the Bruce Power site.
- High-Level Waste (HLW) – Includes used nuclear fuel that powered the reactors and will be radioactive for 1,000,000 years. HLW is held in wet storage for approximately 10 years and then held in Dry Storage Containers (DSCs) until moved by NWMO to its DGR when construction is completed in 2040s.

### **Major Operations**

#### **Pickering Nuclear Waste Management Facility (WMF)**

- In 2021, Used Fuel from Pickering NGS continued to be removed from the station and stored safely and on-time.
- In 2021, Pickering loaded 61 Used-Fuel DSCs exceeding the target of 60 and in 2022 the target is 65 DSCs.
- In 2021, a project to replace the roofs at Storage Buildings 1 and 2 and the workshop began and will be completed in 2022.
- 1,142 loaded DSCs are stored at the Pickering WMF.

#### **Darlington Nuclear WMF**

- In 2021, Darlington WMF loaded 58 DSCs exceeding the target of 57 and in 2022 the target is 57 DCSs.

- 803 loaded DSCs are stored at the Darlington WMF in two Used-Fuel Dry Storage Buildings.
- The Retube Waste Storage Building provides on-site nuclear waste storage in support of Darlington refurbishment.
- The CNSC Operating Licence for WMF will expire on April 30, 2023.
- OPG is requesting another 10-year licence from May 1, 2023, to April 30, 2033.

#### Safety and COVID-19 Response

- Safety: Strong safety performance continues across the NSS division with no lost-time accidents for 14 years at the Darlington WMF and 27 years at the Pickering WMF.
- COVID-19: OPG has strict protocols for self monitoring, sanitizing and hand washing, physical distancing, wearing masks and antigen testing.
- Operators have kept stations generating electricity and the NSS Division's WMF facilities have continued to safely transfer, process and store nuclear materials.

#### Embracing the 3 Rs

- OPG embraces the 3 Rs of reduce, reuse and recycle to minimize the volume of storage materials.
- Reduce - Waste reduction is applied at the source and by reducing the volume of waste through sorting and segregating.
- Reuse – Clean tools found in the waste stream are saved for re-use.
- Recycle – Clean materials, such as copper and steel, recycled and research is underway into recycling used nuclear fuel.

#### Research and Innovation in Material Handling

- In the City of Pickering, OPG has located its Centre for Canadian Nuclear Sustainability that is focusing on innovations in decommissioning nuclear power plants.
- In the City of Hamilton, Laurentis Energy Partners, an OPG subsidiary, has a partnership with McMaster University to research advances in sorting and recycling.
- Since 2020, research has been conducted at a Hamilton laboratory to support increased processing, volume reduction and the Three Rs.
- Metal melting is being explored to reduce volumes of large metal objects such as heat exchangers.

#### Western Clean-Energy Sorting and Recycling

- OPG is applying the research and development from its Laurentis-McMaster Clean-Energy Materials Sorting and Recycling Facility.
- In 2022, OPG with Laurentis support is building a Western Clean-Energy Sorting and Recycling (WCSR) Facility.

- The 42,000 square-foot WCSR Facility will enhance sorting of LLW materials from OPG nuclear operations to support the 3 Rs and reduce its environmental footprint.

#### Lasting Solutions

- OPG remains committed to safe and permanent disposal of nuclear by-products and they are exploring several options.
- Used Fuel – OPG supports the NWMO process to build a DGR for the long-term safe management of all of Canada’s used nuclear fuel.
- Low and Intermediate-level waste – In February 2022, Natural Resources Canada released a draft new policy framework for radioactive waste and OPG will be participating to determine if there are any significant proposals for any alternate solutions for disposal.
- Any OPG site-selection process for a disposal facility will include engaging with stakeholders, Indigenous peoples and the public.

Nuala Zietsma or her associates will continue to provide the DNHC with progress report on OPG’s Nuclear Sustainability Services activities at Pickering and Darlington NGSs. More information is available at the OPG website at [opg.com](http://opg.com).

#### **4.3 Progress Report by OPG’s Darlington New Nuclear Project Team concerning its future development of a Small Modular Reactor at the Darlington NGS site**

Robin Manley, VP, New Nuclear Development, Dragan Popovic, VP, SMR Execution, and Gary Rose, VP, SMR Growth, OPG, provided a detailed joint presentation concerning the future development of a Small Modular Reactor (SMR) at the Darlington NGS site.

Robin provided key background information on the planned SMR and the highlights were:

- SMRs are a key pillar in fighting climate change and providing a reliable source of electricity.
- Ontario’s nuclear know-how is helping to lead the way for the next generation of nuclear technology.
- The Province of Ontario supports the development of SMRs in Ontario and to establish the province as a leader in the emerging worldwide market for development of SMRs.

Gary explained some key features of SMRs that included:

- Enhanced passive safety features
- Smaller footprint
- Modular designs
- Enabler of other cleaner energy sources such as wind and solar
- Lower capital cost and efficient
- Both on and off-grid applications.

Dragan explained how the Darlington New Nuclear Project is a significant asset for the Province of Ontario for the following reasons:

- Darlington is the only site in Canada licensed for new nuclear build with an existing and accepted environmental assessment.
- In 2021, the Canadian Nuclear Safety Commission (CNSC) renewed Darlington's New Nuclear Site Preparation Licence for 10-years.
- On December 2, 2021, OPG announced it will work with GE Hitachi Nuclear Energy (GEH) to plan for the deployment of a SMR at the Darlington New Nuclear Site.
- OPG will work with GEH on the SMR engineering, design, planning and preparing for the CNSC licensing and permitting materials.
- New opportunities will be created for Ontario's robust nuclear sector and supply chain.
- New opportunities will be created for low-carbon nuclear energy to continue playing an important role in Ontario's future energy mix.

Dragan provided a detailed technical overview of the planned SMR known as the GE Hitachi:BWRX-300. The key technical features mentioned were:

- Electrical output is approximately 300 megawatts
- Light water boiling water reactor technology
- Generation III+ Design
- GNF2 Fuel that is commercially available with 5% enrichment
- Natural circulation
- Batch refueling with a fuel cycle of 12 to 24 months
- Designed for a 60-year operational life
- Footprint is approximately the size of a football field.

Dragan explained several important features of the SMR that included:

- Compliance with the existing Darlington New Nuclear Project environmental assessment
- Advanced safety features
- Technology is ready to deploy in the 2020s
- OPG plans to submit the application for the Construction Licence at the end of 2022
- Target for operating is planned as early as the end of 2028
- Sufficient engineering and manufacturing design is complete
- Nuclear by-products are manageable via OPG's existing robust process
- High Canadian materials content is available in the supply chain
- Right size at approximately 300 MW electric
- Cost that fits a good business case.

On March 10, 2022, OPG announced a contract awarded to ES Fox Ltd., a Canadian company, for the site preparation and support infrastructure for the Darlington New Nuclear Project.

Planning and design work is underway, and the site preparation is expected to begin by the end of 2022. The contract will include:

- Infrastructure that will include water, electrical power, information technology, roads and some buildings.
- No nuclear construction will take place during the site preparation phase.
- Subsequent licences and approvals from the CNSC are required before any nuclear construction could begin.

Dragan mentioned the ‘2022 Project Lookahead’ goal is to build the first on-grid SMR on-schedule and on-budget at the Darlington Site as early as 2028 and the next steps are:

- Beginning of the Site Preparation activities.
- Submitting application to the CNSC for a Licence to Construct.
- Further developing the estimated cost.
- Continuing collaboration with GE Hitachi on SMR design, engineering, planning and CNSC licensing to Operate the SMR.

Gary explained OPG’s Used Nuclear Fuel Management plans.

- Darlington is committed to the safe management of nuclear by-products, now and in the future.
- CNSC will enforce its requirements for using and storing enriched uranium used to fuel the SMR and for its storage.
- OPG will continue to ensure all by-products generated by its nuclear program are controlled, monitored, and paid for as long as needed.
- Used nuclear fuel from the SMR will be stored on-site at Darlington until NWMO’s DGR is in service and ready to receive planned for the 2040s.
- NWMO has responsibility for the long-term management for all of Canada’s used nuclear fuel including from the SMR.
- OPG will continue to seek innovative ways to manage and to store used nuclear fuel through collaborations with industry and leaders in research.

Robin Manley, Dragan Popovic and Gary Rose or their associates will keep the DNHC updated on the progress of the Darlington New Nuclear Project. More information is available at [opg.com/newnuclear](http://opg.com/newnuclear).

## **5. Communications**

### **5.1 Community Issues at Pickering Nuclear and Darlington Nuclear**

Carrie-Anne Atkins, Manager, Corporate Affairs, Pickering Nuclear, OPG, provided an update on Community Issues at Pickering and Darlington and the highlights were:

#### **Pickering Nuclear Operational Performance Update**

- Pickering Units 1, 4, 6, 7 and 8 are operating at or close to full power.
- Unit 5 planned outage will be completed by mid-May.

- During the week of March 14, Pickering Nuclear made history with the first ever all women-led crew with female Control Room Shift Supervisors and Shift Managers on both Pickering sides.

### **Darlington Nuclear Operational Performance Update**

- Darlington Units 2 and 4 are operating at or near full power
- Units 1 and 3 are currently in refurbishment.

#### **A. Refurbishment Update**

- The Darlington Refurbishment Team is now refurbishing both Units 1 and 3.
- This is the first time 2 units are being refurbished at the same time.
- The Team has successfully completed Unit 3 phase of the reassembly and installing the calandria tubes.
- The Team is 80% completed defueling Unit 1 and the project continues ahead of schedule.

#### **B. New Nuclear Update**

- On March 20, 2022, the Darlington New Nuclear Project Team announced that OPG had awarded E.S. Fox Ltd., a Canadian company, with the contract to undertake the site preparation activities for the planned SMR at the Darlington site.
- In March 2022, the Project Team welcomed Chief Emily Whetung of the Curve Lake First Nation for a tour of the Darlington NGS. She returned with a number of Indigenous leaders as part of a newly formed Indigenous Advisory Council for the Small Modular Reactor Action Plan (IACSMRAP).
- The IACSMRAP is an Indigenous-led advisory group established to support a coordinated, national Indigenous lens to SMR policies, programs and decisions as the SMR Action Plan develops.

### **Safety Update – COVID-19**

- As of April 19, OPG is asking employees to continue wearing a mask while traversing at Pickering and Darlington – “If you stand up, mask up”.
- Employees may remove masks when seated six feet or greater distance of protected by barriers. This includes meeting rooms, eating or drinking, and sitting at a desk.
- OPG considers itself a unique industry and is taking this extra precaution.

### **Other Community Updates**

#### **A. Virtual Power Kids Program**

- The Program targeted educators and virtual learners and offered content on traditional Indigenous teachings, scientific experiments, creative theatre technologies, climate change along with special guest appearance by amazing animal ambassadors.
- The Program reached more than 60,000 children and several community organizations partnered with OPG.



## B. Community Shrub Giveaway

- On April 23, Pickering and Darlington will be hosting a community curbside pickup in-lieu of an in-person tree planting event.
- Over 300 shrubs will be distributed providing families with the opportunity to plant native pollinator friendly shrubs in their own backyards.
- Over several years, OPG has supported the planting of more than eight million native trees and shrubs and has created habitats in Ontario that support a diversity of plant and animal species.

## C. Steps for Life Walk

- On May 1 at 10:00 am, OPG will host the annual Steps for Life walk at the Darlington Hydro Fields.
- OPG is a proud founding partner of the Durham Region walk and community sponsor.
- Since 2010, the walk has been held at Pickering Nuclear site and for 2022 it will be the first year the walk will be held at Darlington Nuclear site.

## D. OPG Centre for Skilled Trades and Technology (CSTT) grand opening

- On April 21, Durham College for CSTT welcomed OPG, donors, community partners, employees and guests to experience the grand opening of the OPG CSTT.
- Located at the Whitby campus, the 60,000 square-foot facility is home to numerous labs and shops, which will allow Durham College to increase its industrial skilled trades training capacity in Whitby to 750 students.

For more information, Carrie-Anne Atkins, Manager, Corporate Affairs, Pickering Nuclear, OPG, can be reached at 416-528-7766 or by e-mail at [carrie-anne.atkins@opg.com](mailto:carrie-anne.atkins@opg.com).

For more information, Lindsay Hamilton, Manager, Corporate Affairs, Darlington Nuclear, OPG, can be reached at 905-914-2457 or by e-mail at [lindsay.hamilton@opg.com](mailto:lindsay.hamilton@opg.com).

## 6. Other Business

### 6.1 Topics Inventory Update

Dr. Robert Kyle mentioned the Topics Inventory will be revised to include the presentations made today.

### 6.2 Future Topics for the DNHC to Consider

Dr. Robert Kyle mentioned the next DNHC meeting is scheduled for June 17, 2022. The theme of the meeting will be progress reports concerning Darlington Refurbishment, Proposed Decommissioning of the Pickering NGS and Ontario Tech University Nuclear programs.

The Draft Agenda will likely include:

- Progress report by OPG concerning its Refurbishment of the Darlington NGS.
- Progress report by OPG concerning its Continued Collaboration Agreement with Durham College and Ontario Tech University.
- Progress report by Ontario Tech University concerning its Faculty of Energy Systems and Nuclear Science.
- Progress report by OPG concerning its Centre for Sustainability for the Decommissioning of the Pickering NGS.

### **6.3 Scheduled DNHC Meetings in 2022**

- June 17
- September 16
- November 18

## **7. Next Meeting**

### **Location**

Durham Region Headquarters  
605 Rossland Road East, Town of Whitby

### **Time**

1:00 PM

### **Date**

June 17, 2022

## **8. Adjournment**

2:35 PM